

**CHARLOTTE COUNTY – PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
MEETING AGENDA**

2:00 p.m. Monday, May 18, 2026  
Charlotte County Administration Center  
Room #119  
18500 Murdock Circle  
Port Charlotte, FL 33948

**MPO Board Members**

Christopher G. Constance, MD, Chair/Commissioner/Charlotte County  
Joseph Tiseo, Vice Chair/Commissioner/Charlotte County  
Kenneth Doherty, Commissioner/Charlotte County  
Thomas “T.J.” Thornberry, Commissioner/Airport Authority  
Jeannine Polk, Vice Mayor/City of Punta Gorda

**MPO Director**

Lakshmi N. Gurram

**MPO Admin. Assistant Supervisor**

Bekie E. Leslie

**Legal Counsel to the MPO Board**

Kimlyn Walker

1. **Call to Order & Roll Call**
2. **Invocation – Pastor Jaco Bester – Burnt Store Presbyterian Church**
3. **Pledge of Allegiance**
4. **Additions and/or Deletion to the Agenda**
5. **Public Comments on Agenda Items**
6. **Consent Agenda - Action Item**
  - A. **Approval of Minutes: March 30, 2026, MPO Board Meeting**
  - B. **Approval of Minutes: May 6, 2026, Joint Regional Charlotte County – Punta Gorda MPO and Heartland Regional TPO Meeting**
  - C. **MPO Board Resolution Authorizing FY 2026/2027 Transportation Disadvantaged (TD) Planning Grant Agreement**
  - D. **Bicycle/Pedestrian Advisory Committee (BPAC) Appointment/Reappointment**
  - E. **Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) Reappointment**
7. **PUBLIC MEETING: FY 2025/2026 – FY 2029/2030 Transportation Improvement Program (TIP) Amendment – Action Item**
8. **PUBLIC MEETING: Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP) – Action Item**

**9. PUBLIC MEETING: Public Participation Plan (PPP) Update – Action Item**

**10. Chairs' Report**

- A. MPO Board Chair's Report**
- B. Joint Technical Advisory Committee (TAC) / Citizens' Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC) Chairs report**

**11. Local Government Reports:**

- A. Charlotte County Airport Authority**
- B. City of Punta Gorda**
- C. Charlotte County**

**12. Florida Department of Transportation (FDOT) Report**

**13. Citizens' Advisory Committee (CAC) Appointment/Reappointment – Action Item**

**14. Final Draft FY 2026/2027 - FY 2027/2028 Unified Planning Work Program (UPWP)/MPO-FDOT Agreement – Action Item**

**15. Final Draft 2026 Draft Project Priorities – Action Item**

**16. 2026-2031 General Planning Consultant Services/ Selection Committee**

**17. Public Comments**

**18. Staff Comments**

**19. Member Comments**

**20. Adjournment – Next MPO Meeting - (August 3, 2026)**

No stenographic record by a certified court reporter is made of these meetings. Accordingly, anyone seeking to appeal any decisions involving the matters herein will be responsible for making a verbatim record of the meeting/testimony and evidence upon which any appeal is to be based. (F.S. 286.0105)

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND CHAPTER 286.26 FLORIDA STATUTES, PERSONS NEEDING SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION AT LEAST SEVEN (7) DAYS PRIOR TO THE MEETING. CALL (941) 883-3535 BETWEEN 8:00 A.M. AND 5:00 P.M., MONDAY THROUGH FRIDAY.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Mark Yaxis at (941) 883-3535 or by writing the MPO at 1050 Loveland Blvd. Box C, Port Charlotte, FL 33980

**CHARLOTTE COUNTY – PUNTA GORDA MPO**

MAY 18, 2026, AGENDA (continued)

**Charlotte County-Punta Gorda MPO  
Schedule of Future Meetings/Public Meetings/Joint Meetings**

Monday, August 3, 2026  
MPO Regular Board Meeting  
Charlotte County Administration Center  
18500 Murdock Circle  
Room #119, Port Charlotte, Florida

Monday, October 5, 2026  
MPO Regular Board Meeting  
(Address same as above)

Monday, December 7, 2026  
MPO Regular Board Meeting  
(Address same as above)

**MAY 18, 2026  
MPO BOARD MEETING**

**CONSENT AGENDA ITEM # 6**



**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 6-A  
APPROVAL OF MINUTES: MARCH 30, 2026, MEETING**

**Purpose:** To review and approve the Minutes of March 30, 2026, MPO Board Meeting

**Presented by:** MPO Staff

**Discussion:** To Be Determined

**Recommendation:** Motion to approve the Minutes of the MPO Board Meeting of March 30, 2026

**Attachment:** [Draft Minutes of the MPO Board Meeting held on March 30, 2026.](#)





**CHARLOTTE COUNTY – PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION**

MINUTES OF THE MPO BOARD MEETING  
MONDAY, MARCH 30, 2026  
CHARLOTTE COUNTY ADMINISTRATION CENTER  
18500 MURDOCK CIRCLE, ROOM #119  
PORT CHARLOTTE, FL 33948

**MEMBERS PRESENT**

**Commissioner Christopher Constance**, MD, Charlotte County Commissioner, *MPO Chair*  
**Commissioner Joseph Tiseo**, Charlotte County Commissioner, *MPO Vice Chair*  
**Commissioner Ken Doherty**, Charlotte County Commissioner  
**Commissioner Robert Hancik, Alternate to Commissioner Thornberry**, Charlotte County  
Airport Authority  
**Councilmember Jeannine Polk**, Vice Mayor, Punta Gorda City Council

**ADVISORY MEMBERS**

**Jamie Driggers**, PE, FDOT, Interim District One Secretary

**STAFF PRESENT**

**Lakshmi N. Gurram**, MPO Director  
**Bekie Leslie**, MPO Administrative Services Coordinator  
**Mark Yaxis**, MPO Multimodal Planner  
**Kimlyn Walker**, County Attorney (MPO Legal Services)

**OTHERS PRESENT IN-PERSON**

**Hector Flores**, Charlotte County Administration  
**Wayne Gaither**, FDOT  
**Kristi Smith**, FDOT  
**Jason Heironimus**, FDOT  
**Tom Arsenault**, FDOT TIM Team  
**Robert Fakhri**, Charlotte County Public Works  
**John Elias**, Charlotte County Public Works

**Shaun Cullinan**, Charlotte County Community Development  
**Diane Quilty**, Chair, Citizens' Advisory Committee  
**Sam Besase**, Citizens' Advisory Committee Member  
**Dr. Mary Ellen Kiss**, Citizens' Advisory Committee Member  
**Laura Rossi**, Chair, Bicycle Pedestrian Advisory Committee

### **1. Call to Order & Roll Call**

MPO Chair Constance called the meeting to order at **2:01 pm**. All MPO Board members were present with Charlotte County Airport Authority Commissioner Robert Hancik as an alternate for Commissioner Thornberry.

### **2. Invocation – Bill Frank – First Baptist Church of Punta Gorda**

Pastor Bill Frank from First Baptist Church of Punta Gorda gave the invocation.

### **3. Pledge of Allegiance**

The Pledge of Allegiance was recited.

### **4. Addition and/or Deletion to the Agenda**

Mr. Gurram asked the board to move Agenda Item 13, Traffic Incident Management (TIM) Team Presentation, and follow Consent Agenda Item 6.

**Commissioner Tiseo** made a motion to approve the modifications to the agenda packet. **Commissioner Doherty** seconded the motion. The motion carried unanimously.

### **5. Public Comments on Agenda Items**

No public comments on agenda items

### **6. Consent Agenda**

- A. Approval of Minutes: December 15, 2025, MPO Board Regular Meeting
- B. Approval of Minutes: January 26, 2026, Joint Regional Charlotte County – Punta Gorda MPO and Sarasota/Manatee MPO Board Meeting
- C. Approval of Minutes: Joint Regional Charlotte County – Punta Gorda MPO and Lee County MPO Board Meeting
- D. Technical Advisory Committee (TAC) Bylaws Amendment
- E. Bicycle Pedestrian Advisory Committee (BPAC) Bylaws Amendment
- F. Bicycle Pedestrian Advisory Committee (BPAC) Appointment

**Commissioner Doherty** made a motion to approve the Consent Agenda. **Commissioner Tiseo** seconded the motion. The motion carried unanimously.

### **13. Traffic Incident Management (TIM) Team Presentation**

Tom Arsenault (FDOT) presented on the Traffic Incident Management (TIM) Team, which coordinates multiple agencies to improve responder safety, reduce clearance times, and restore traffic flow. FDOT supports these efforts through regular TIM meetings, Road Ranger operations, Traffic Management Center monitoring, and real-time traveler information systems.

Commissioner Hancik asked about the boundaries of District One, where the TIM Team and Road Rangers operate. Mr. Arsenault explained that District One includes Collier, Lee, Charlotte, Sarasota, Manatee, Polk, Hardee, DeSoto, Highlands, Okeechobee, Glades, and Hendry Counties.

### **7. Chair's Reports**

#### **A. MPO Board Chair's Report**

Chair Constance asked for clarification on the US-41 and Retta Esplanade intersection in Punta Gorda. Wayne Gaither (FDOT) explained that the footprint will remain the same, with one existing lane repurposed. Two lanes will remain through lanes, and one will become a dedicated left-turn lane onto Retta Esplanade. He noted that a diagram of the proposed design has been provided.

#### **B. Citizens' Advisory Committee (CAC) Chair's Report**

Ms. Quilty reported on March 4, 2026, Citizens' Advisory Committee meeting, including agenda items, motions, and key discussions. She highlighted three primary concerns: improvements needed to Harborview Road to accommodate proposed commercial development and increased traffic; Charlotte County Transit's ability to expand service countywide, including to Babcock Ranch; and the need for wider sidewalks to safely accommodate multiple users, particularly higher-speed e-bikes. She also noted the committee's position on HB 543/SB 1080.

Chair Constance asked Mr. Gurram for an update on the bill. Mr. Gurram reported that the House and Senate did not concur, and the bill died in returning messages. Brief discussion followed regarding potential reintroduction.

#### **C. Technical Advisory Committee (TAC) Chair's Report**

Mr. Fakhri briefly presented on March 4, 2026, Technical Advisory Committee Meeting. Mr. Fakhri emphasized the review of the TIP, UPWP, and Project

Priorities draft documents at the meeting.

#### **D. Bicycle Pedestrian Advisory Committee (BPAC) Chair's Report**

Ms. Rossi reported on the March 12, 2026, Bicycle Pedestrian Advisory Committee (BPAC) meeting, including agenda items and key discussions. Members discussed developing trails as placemaking assets, similar to the Legacy Trail in Sarasota County, and the role of local funding and support. She also noted interest in increasing BPAC membership participation, with a recommendation to be brought to the MPO Board.

Commissioner Hancik asked about the distinction between scooters and e-bikes; Ms. Rossi was unsure of current legislation. Chair Constance asked how bicyclists navigate roundabouts. Ms. Rossi explained that usage depends on design, with some roundabouts providing separate paths and others requiring cyclists to share lanes with vehicles. Discussion followed on current laws, noting that bicycles are generally permitted to share lanes, though separated facilities are safer overall.

### **8. Local Government Reports**

#### **A. Charlotte County Airport Authority**

Commissioner Hancik provided the Charlotte County Airport Authority's report. The airport is currently updating their master plan, and a Request for Proposals was recently sent out to procure a consultant to complete this plan. Public input will be a driving factor in the development of this master plan. It was stated that the Punta Gorda Airport is one of roughly 200 airports in the country to contract TSA Security separately from the United States Department of Homeland Security therefore due to recent events at the federal level of government, Punta Gorda Airport has not seen any delays in travel.

#### **B. City of Punta Gorda**

Vice Mayor Polk provided the following [report](#) prior to the meeting.

Additionally, she stressed the need for and importance of a crosswalk to be implemented at US-41 and Retta Esplanade intersection during the intersection improvements. She also raised concerns about Harborview Road and the need for a speed limit reduction or other measures to ensure safety for residents and users of the roadway.

**C. Charlotte County**

Commissioner Tiseo updated on the following projects:

- Veterans Boulevard at Cochran Boulevard – Construction Complete February 2026
- Veterans Boulevard Intersection Improvements – Construction forecast complete December 2026
- Flamingo/Edgewater Boulevard Widening – Construction scheduled to begin March 2028
- Kings Highway Widening – Construction scheduled to begin April 2026
- Sandhill Boulevard Widening – Construction forecast to complete August 2028
- Peachland Boulevard at Harbor Boulevard Intersection Improvements - Design completion forecast July 2026
- Kings Highway at Harborview Road Intersection Improvements – Construction completion forecast June 2026

Commissioner Tiseo noted, following Vice Mayor Polk’s comments, that speed limits are based on roadway design, a road designed for 45 mph must be posted accordingly. Commissioner Doherty and Chair Constance briefly discussed the history of Harborview Road, including its transition from a state to a county roadway. There was discussion regarding the historic posted speed limit on the corridor and clarification on how the current speed was established.

**9. Florida Department of Transportation FDOT Report**

**FDOT Led Discussion**

Wayne Gaither presented on behalf of FDOT. He provided updates on SR 31, including the planned replacement of the grid deck on the bridge in Lee County scheduled for April. He noted that a detour will be in place during this work and that it will temporarily impact traffic in the adjacent area of Charlotte County

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
<b>A.</b>	N/A	<b><u>US 41 at Olean Boulevard (FDOT/Robert Fakhri-Charlotte County)</u></b> Gathering materials, no change since last meeting.
<b>B.</b>	446340-1&2	<b><u>SR 776 at Flamingo Boulevard (FDOT/ John Elias- Charlotte County)</u></b> Work is ongoing and final coordination with FDOT underway.
<b>C.</b>	N/A	<b><u>I-75 Possible New Interchange North of Kings Hwy Interchange (FDOT/Laks Gurram-CCPGMPO)</u></b> No updates, conversations continue with Sarasota Manatee MPO.

**Joint Local and FDOT Discussion**

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
<b>A.</b>	434965-1 434965-2 434965-3 434965-4 434965-5	<b><u>Harbor View Road Combined Funding Strategies</u></b> <b>(FDOT/John Elias/Robert Fakhri-Charlotte County)</b> Everything is on track for phase one to be complete March 2027.
<b>B.</b>	446391-1	<b><u>US 41 from Kings Hwy to Peace River Bridge Planning/Operational Improvements Study</u></b> <b>(FDOT/John Elias-Charlotte County)</b> Elias – Study is ongoing.
<b>C.</b>	N/A	<b><u>Bermont Road (CR 74) / US-17 @ Bermont Road (CR 74) Safety Discussion</u></b> <b>(FDOT/John Elias-Charlotte County)</b> Looking to take it on as a state road after improvements are complete. Roundabout is complete and operational. US-17 at Bermont, FDOT is working on addressing fright issues and easing turn radius onto Bermont Road. Chair Constance mentioned the noise as well as the original design of the intersection.
<b>D.</b>	436928-3	<b><u>Burnt Store Road – From Lee/Charlotte C/L to Wallaby Lane</u></b> <b>(FDOT/John Elias-Charlotte County)</b> Ongoing, working with Lee County.
<b>E.</b>	N/A	<b><u>Burnt Store Road @ Home Depot Signal/Access Management.</u></b> <b>(FDOT/John Elias-Charlotte County)</b> No updates and not a priority for the County at this time. There was a brief discussion on spacing for crosswalks and spacing for traffic signals between Commissioner Tiseo and John Elias as well as the requirements for crosswalks installation and spacing.
<b>F.</b>	N/A	<b><u>SR 776 @ Toledo Blade Intersection Discussion.</u></b> <b>(FDOT/John Elias-Charlotte County)</b> Continuing to work with developer.
<b>G.</b>	N/A	<b><u>SUN Trails Map Discussion.</u></b> <b>(Laks Gurram-CCPGMPO)</b> Staff will continue to update board on any changes to sun trails.
<b>H.</b>	N/A	<b><u>US 41 @ Centennial BLVD/Flamingo Blvd Discussion.</u></b> <b>(FDOT/John Elias-Charlotte County)</b> A traffic light will be likely to be implemented due to spacing constraints. County continues to determine which location would be the most appropriate Improvements will be needed at both, particularly to regulate median movements.

**City of Punta Gorda Led Discussion**

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
<b>A.</b>	N/A	<a href="#"><u>Crosswalks and ADA Projects</u></a> There are ongoing discussions with FDOT staff on these projects

**10. Citizens’ Advisory Committee (CAC) Appointment/Reappointment**

Mr. Gurram introduced the agenda item, noting one vacancy for a South County Representative on the Citizens’ Advisory Committee. Two applicants were considered, requiring a vote by the MPO Board.

Each Board member cast one ballot, and Ms. Leslie tabulated the results: four (4) votes for James Kunard and one (1) for Steve Plate.

*Commissioner Doherty moved with the approval of James Kunard and Commissioner Tiseo seconded the motion. The motion carried unanimously.*

**11. 2025 Florida Department of Transportation (FDOT)/Charlotte County - Punta Gorda MPO Joint Certification**

Mr. Gurram presented the agenda item and outlined the joint certification process. He reported that during FDOT’s annual review, the Charlotte County–Punta Gorda MPO received a “Low-Risk” rating, indicating efficient operations, adherence to required procedures, and responsible management of federal and state funds. No corrective actions or recommendations were identified. Mr. Gurram also praised the strong working relationship between FDOT and the MPO.

*Commissioner Doherty made motion to approve the 2025 FDOT/MPO Joint Certification and authorize the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement. Commissioner Tiseo seconded the motion. The motion carried unanimously.*

**12. FY 2025 – FY2026 Unified Planning Work Program (UPWP) De-Obligation of Planning Funds (PL)/FDOT MPO Amendment to Agreement**

Mr. Gurram reported that the MPO Board approved the current two-year UPWP on May 20, 2024. He explained that this amendment would de-obligate and transfer \$60,000 to the FY 2027–2028 UPWP, effective July 1, 2026, primarily for staff salaries under Task 1 (Administration). He also noted that the MPO will soon seek to hire a Senior Planner to fill the vacancy created by his promotion to director.

*Commissioner Doherty made a motion to approve the amendment to the FY 2025/2026 Unified Planning Work Program (UPWP)/FDOT/MPO Agreement through the de-obligation of*

*\$60,000 in PL funds, authorizing the MPO Board Chair to sign the amended agreement and authorizing staff to make any minor revisions as recommended by FDOT and FHWA.*

**Commissioner Tiseo** seconded the motion. The motion carried unanimously.

#### **14. Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program (UPWP)**

Mr. Gurram presented the Draft FY 2026/2027–FY 2027/2028 Unified Planning Work Program (UPWP), outlining planned activities and associated costs for the two fiscal years beginning July 1, 2026. He noted that federal and state regulations determine eligible planning activities and provided an overview of the UPWP tasks. He also commended Ms. Leslie for work in preparing the UPWP.

This item was presented for informational and review only. A final version will be brought forward for approval at the May 18, 2026, MPO Board Meeting.

#### **15. Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)**

Mr. Gurram presented the Draft FY 2026/2027–FY 2030/2031 Transportation Improvement Program (TIP), outlining federal and state transportation capital improvements as a staged, multi-year program consistent with the MPO Long Range Transportation Plan (LRTP). He noted that this TIP is a draft of the final document, and that board members, County, City and Airport staff, as well as the public, will have an opportunity to comment before the final TIP is presented to the MPO Board on May 18, 2026.

He further noted that the Charlotte County–Punta Gorda MPO coordinates regional planning through interlocal agreements with the Sarasota-Manatee MPO, Lee County MPO, and Heartland Regional TPO. Each agency identifies regional priorities, which are incorporated into the TIP. Previously adopted priorities are included in the current draft.

This item was presented for informational and review purposes only. A final version will be brought forward for approval at the May 18, 2026, MPO Board Meeting.

Commissioner Tiseo asked how the current state budget may impact the TIP. Mr. Gurram stated that FDOT will release an updated Work Program snapshot on April 3, 2026, and projects will be adjusted accordingly. Mr. Driggers added that the federal transportation bill is set to expire in September 2026 and Shaun Cullinan, Charlotte County Community Development that, without reauthorization, transportation funding could be affected.

Commissioner Hancik asked about online availability for review with Airport Authority Board members. Mr. Gurram confirmed that the draft is available on the MPO website and will be distributed to Board members.

Commissioner Tiseo asked whether a letter of support for federal reauthorization would be needed. Mr. Gurram stated he would review the process and report back, with a future

agenda item anticipated.

Mr. Driggers explained the difference between formula funds and discretionary grants, noting the competitive nature of discretionary grants. Commissioner Doherty suggested members discuss the issue with their respective boards and consider bringing forward a letter of support as an agenda item at the May 18, 2026, MPO Board Meeting.

#### **16. Draft 2026 Project Priorities - Discussion**

Mr. Gurram presented the draft 2026 project priorities, noting that applications are due by March 31, 2026, for consideration. He explained that some listed projects are already programmed for funding in the current work program.

This item was presented for informational purposes only, with a final version to be brought for approval at the May 18, 2026, meeting. No comments were made.

#### **17. Public Comments**

West County citizen and Citizens' Advisory Council member Sam Besase spoke regarding the lack of traffic signals at Gasparilla Road and Rotonda Boulevard East/Ingraham Boulevard. He emphasized the need for a signal to improve safety, despite prior plans for installation. He also expressed concerns about proposed roundabouts at several West County intersections and the safety of pedestrians in relation to e-bikes on sidewalks, trails, and roadways, while acknowledging their importance as a primary mode of transportation for some users.

#### **18. Staff Comments**

MPO Director, Lakshmi N. Gurram provided staff comments. He presented recently passed legislative bills from the 2026 House and Senate sessions that pertain to transportation and the general function of local government and MPOs. Staff also provided Board members with a summary of tasks completed since the last MPO Board Meeting in December, 2025.

#### **19. Member Comments**

Vice Mayor Polk commented that US-17 construction appears to be much more organized since she last expressed her concerns.

Commissioner Hancik thanked the Board for allowing him to sit for Commissioner Thornberry and for the opportunity to participate in the discussions.

Commissioner Tiseo reminded the board members that MPOAC has a meeting in April, which Commissioner Thornberry agreed to attend. Mr. Gurram stated that he had reached out to Commissioner Thornberry to confirm his attendance, and it was confirmed.

Commissioner Doherty stated that he is looking forward to the opportunity to participate in a joint regional meeting with Heartland TPO and expressed appreciation for staff's work and initiative in ensuring the meeting takes place.

## **20. Adjournment**

There being no further business, the meeting was adjourned at **4:00 pm**.

The next MPO Board Meeting will be a Joint Regional Meeting between the Charlotte County – Punta Gorda MPO and Heartland Regional TPO on **Wednesday May 6, 2026, at 10:00 am at the Turner Agri-Civic Center, 2260 NE Roan St, Arcadia, FL 34266.**

The next Regular meeting of the MPO Board will be on **Monday, May 18, 2026, at 2:00 pm.**

DRAFT

**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 6-B**

**APPROVAL OF MINUTES: MAY 6, 2026, THE CHARLOTTE COUNTY - PUNTA  
GORDA METROPOLITAN PLANNING ORGANIZATION BOARD AND THE  
HEARTLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION BOARD**

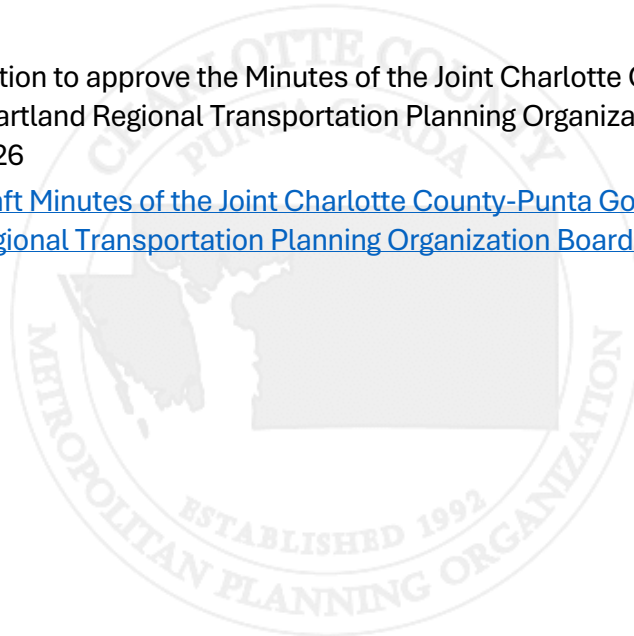
**Purpose:** To review and approve the Minutes of the Joint Charlotte County-Punta Gorda and Heartland Regional Transportation Planning Organization Board Meeting May 6, 2026.

**Presented by:** MPO Staff

**Discussion:** To Be Determined

**Recommendation:** Motion to approve the Minutes of the Joint Charlotte County-Punta Gorda and Heartland Regional Transportation Planning Organization Board Meeting May 6, 2026

**Attachment:** [Draft Minutes of the Joint Charlotte County-Punta Gorda and Heartland Regional Transportation Planning Organization Board Meeting May 6, 2026](#)



The minutes for the May 6, 2026 Joint Charlotte County–Punta Gorda and Heartland Regional Transportation Planning Organization Board Meeting will be distributed at a later date.

**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 6-C  
MPO BOARD RESOLUTION #2026-02 AUTHORIZING  
FY 2026/2027 TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT  
AGREEMENT**

**Purpose:** To review and approve the execution of the FY 2026/2027 Transportation Disadvantaged Planning Grant Agreement by approving MPO Board Resolution #2026-02

**Presented by:** MPO Staff

**Discussion:** Annually, the Charlotte County-Punta Gorda MPO is eligible to receive Transportation Disadvantaged Planning Grant Funds to assist in its responsibilities under Chapter 427, *Florida Statutes* as the Official Transportation Disadvantaged Planning Agency for Charlotte County. The money comes from the Transportation Disadvantaged Trust Fund (TDTF) which was established to provide a dedicated funding source for the operational and planning expenses of the Florida Commission for the Transportation Disadvantaged (CTD) in carrying out its legislative responsibilities.

The amount received for FY 2026/2027 is \$27,875. A resolution authorizing the execution of a Transportation Disadvantaged Trust Fund Grant Agreement with the Florida Commission for the Transportation Disadvantaged has been reviewed by the MPO Board Legal Counsel and is attached.

**Recommendation:** Motion to approve the Resolution 2026-02 for signature by the MPO Chair and to authorize the MPO Director to execute the FY 2026/2027 Transportation Disadvantaged Planning Grant Agreement (including minor adjustments as required).

**Attachment:** [MPO Board Resolution 2026-02](#)



**RESOLUTION  
NUMBER 2026-02**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA  
GORDA METROPOLITAN PLANNING ORGANIZATION  
AUTHORIZING THE EXECUTION OF THE FY 2026/2027  
TRANSPORTATION DISADVANTAGED TRUST FUND GRANT  
AGREEMENT WITH THE FLORIDA COMMISSION FOR THE  
TRANSPORTATION DISADVANTAGED.**

**RECITALS**

**WHEREAS**, the Charlotte County-Punta Gorda Metropolitan Planning Organization is eligible to receive a Transportation Disadvantaged Trust Fund Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

**NOW THEREFORE, BE IT RESOLVED**, by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) that:

1. The MPO has the authority to enter into this grant agreement.
2. The MPO authorizes the MPO Director to execute the grant agreement on behalf of the MPO Board with the Florida Commission for the Transportation Disadvantaged.
3. The MPO authorizes the MPO Director to sign any and all agreements or contracts which are required in connection with the grant agreement.
4. The MPO authorizes the MPO Director to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the agreement or subsequent agreements.

PASSED AND DULY ADOPTED this 18<sup>th</sup> day of May, 2026.


CHARLOTTE COUNTY – PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_  
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

By: \_\_\_\_\_  
Lakshmi N. Gurram  
Designated Clerk of the MPO Board

By:  \_\_\_\_\_  
Thomas M. David, County Attorney  
LR26-0152 (GRP)

**MAY 18. 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 6-D**  
**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)**  
**APPOINTMENTS/REAPPOINTMENT**

**Purpose:** To consider appointment/reappointment of two Mid- County Representatives and one At-Large Representative to serve on the Bicycle/Pedestrian Advisory Committee (BPAC).

**Presented by:** MPO Staff

**Discussion:** Ms. Laura Rossi the current Mid- County Representative on the BPAC, has expressed interest in serving an additional three (3) year term. Ms. Rossi has demonstrated an outstanding attendance record during his previous term.

Additionally, an application was received from Jeffrey Lloyd, who has expressed interested in serving as a Mid- County Representative on another Mid County position on the BPAC. An application was also received from Ms. Dana Ericksen, who has expressed interest in serving as the At-Large Representative on the BPAC.

The selected candidates will serve terms ending May 2029. In accordance with requirements, this volunteer position was publicly advertised in the *Charlotte Sun* newspaper, as well as on the MPO and Charlotte County websites

**Recommendation:** Motion to appoint Ms. Rossi and Mr. Lloyd as the Mid- County Representatives and Ms. Ericksen as the At-Large Representative on the BPAC for a three (3) year term.

**Attachments:**

1. [Application from Jeffrey Lloyd dated December 15, 2025, seeking appointment as Mid County representative on the BPAC.](#)
2. [Application from Laura Rossi dated February 24, 2026, seeking reappointment as Mid County representative on the BPAC.](#)
3. [Application from Dana Ericksen dated March 28, 2026, seeking appointment as the At-Large representative on the BPAC.](#)

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN  
PLANNING ORGANIZATION (MPO) ADVISORY  
COMMITTEE/BOARD APPLICATION**

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

Citizens' Advisory Committee (CAC)   
Bicycle/Pedestrian Advisory Committee (BPAC)   
Transportation Disadvantaged Local Coordinating Board (LCB)

-----  
How Did You Hear of This Committee/Board Vacancy?

Name: Jeffrey Lloyd

Address: 18135 windswept ave

City, State, Zip: PortCharlotte Florida 33948

Year-round Resident? Yes  No

Email address: J.lloyd83013@gmail.com

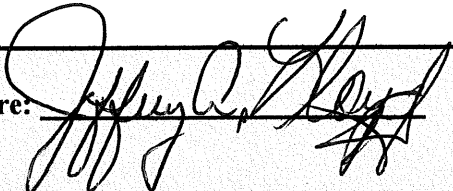
Home Phone: 4012506248 Work Phone: 4012506248 Cell Phone: 4012506248

Address: 18135 Windswept ave.

**Note: While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccpgmpo.gov](http://www.ccpgmpo.gov) to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.**



CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

<b>Occupation- (if retired please indicate)</b>
Retired Soldier
<b><u>Education - Diplomas-Certificates-Degrees</u></b>
DD214 Graduated Perry Meridian High School numerous army medals and classes graduated.
<b><u>Experience-Work, Life, Hobbies etc.</u></b>
Worked in the trucking industry for over 20 yrs . Regional Mgr. For Sodrel Truck Lines ,Ssg. United Army 1995 to 2015 i. I fish every day I tag sharks for noaa. I'm always at the harbor and always looking ways to improve it. Enjoy my house like working around it . Like to work on my truck. Enjoy my neighborhood and my community. And am always looking to help some one out or educate them on things I know.
<b><u>Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)</u></b>
Never held any thing but I do know this i can make a difference in this community and county.
Applicant's Signature:  Date: <u>11/14/2025</u>
<i>You may mail to (1050 Loveland Blvd. Box C, Port Charlotte, FL 33980), Phone (941)883-3535 or email (<a href="mailto:office@ccpgmpo.gov">office@ccpgmpo.gov</a>) your application to the MPO.</i>
<b>We Thank You for your interest in serving the community and the MPO.</b>

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN  
PLANNING ORGANIZATION (MPO) ADVISORY  
COMMITTEE/BOARD APPLICATION**

PLEASE TYPE OR PRINT IN INK

*Advisory Committee/Board you are applying for:*

Citizens' Advisory Committee (CAC)   
Bicycle/Pedestrian Advisory Committee (BPAC)   
Transportation Disadvantaged Local Coordinating Board (LCB)

-----  
How Did You Hear of This Committee/Board Vacancy?

Laura Ashley Rossi  
Name:

Address: 265 Bahia Blanca Drive

Punta Gorda FL 33983  
City, State, Zip:

Year-round Resident? Yes  No

Email address: rossi.lauraashley@gmail.com

Home Phone:


Work Phone:

Cell Phone: 3523393417

Address: 265 Bahia Blanca Drive Punta Gorda FL 33983

**Note: While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccpmpo.gov](http://www.ccpmpo.gov) to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.**

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

<b>Occupation- (if retired please indicate)</b>
Transportation Engineer
<b><u>Education - Diplomas-Certificates-Degrees</u></b>
Bachelor of Science in Civil Engineering from the University of Central Florida
<b><u>Experience-Work, Life, Hobbies etc.</u></b>
Bike with family and kids. I really enjoy the sun trail networks. My passion projects at work are always related to SUN trails or improving mobility on our Florida roads for all users.
<b><u>Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)</u></b>
Leadership Charlotte Class of 2026
<b>Applicant's Signature:</b>  <b>Date:</b> <u>2/24/2026</u>
<i>You may mail to (1050 Loveland Blvd. Box C, Port Charlotte, FL 33980), Phone (941)883-3535 or email (<a href="mailto:office@ccpgmpo.gov">office@ccpgmpo.gov</a>) your application to the MPO.</i>
<b>We Thank You for your interest in serving the community and the MPO.</b>

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN  
PLANNING ORGANIZATION (MPO) ADVISORY  
COMMITTEE/BOARD APPLICATION**

PLEASE TYPE OR PRINT IN INK

*Advisory Committee/Board you are applying for:*

Citizens' Advisory Committee (CAC) \_ \_  
Bicycle/Pedestrian Advisory Committee (BPAC) \_ \_  
Transportation Disadvantaged Local Coordinating Board (LCB) \_

-----  
How Did You Hear of This Committee/Board Vacancy?

Name:

Address:

City, State, Zip:

Year-round Resident?      Yes       No

Email address:

Home Phone:

Work Phone:

Cell Phone:

Address:

**Note: While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccpgmpo.gov](http://www.ccpgmpo.gov) to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.**

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

Occupation- (if retired please indicate)

Education - *Diplomas-Certificates-Degrees*

Experience-*Work, Life, Hobbies etc.*

Community Involvement - *List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)*

Applicant's Signature: *Danade* Date: *3/30/26*

*You may mail to (1050 Loveland Blvd. Box C, Port Charlotte, FL 33980), Phone (941)883-3535 or email ([office@ccpgmpo.gov](mailto:office@ccpgmpo.gov)) your application to the MPO.*

**We Thank You for your interest in serving the community and the MPO.**

## Dana Lee Ericksen

6091 Pennell St.  
Englewood, FL 34224

941-830-0925 | 816-724-7419  
danaericksen90@gmail.com

### RELEVANT WORK EXPERIENCE

*Oracle Health; Kansas City, MO*

#### **Consulting Technical Manager** (August 2023-Present)

- 10+ years of consulting and collaboration with departments across hospital organizations, including but not limited to radiology, oncology, nuclear medicine, cardiology and transplant areas.
- Drive conversations with Project Management and client to mitigate scope creep, hit target deliverables, provide updated timelines and alignment of additional resources.
- Lead consultant for client in Puerto Rico, which includes analyzing and building data in Oracle Health, facilitating workshop sessions, and presenting best practices to stakeholders.
- Drive continuous improvement by recommending specific Key Performance Indicators to show process improvement with future implementation.
- Collaboration across teams at Oracle Health to drive process improvement by updating best practices for clients, which facilitate quicker decisions.
- Identify and bridge gaps in standard consulting content, which drives method advancement across the team.
- Mentor new associates by growing their solution knowledge, while also actively managing experienced associates that act as Primary Consultants on projects.
- Work with project management to proactively identify project risks and issues before they become roadblocks, using JIRA and VersionOne platforms.

#### **Consulting Practice Manager** (April 2022-August 2023)

- Increased Billable Utilization across the team by targeted resourcing within skill sets.
- Managed 5 team leads, while also provided direct management oversight to 40 associates.
- Led initiative for continued education in new associates, which provided teaching opportunities for mid-career associates.
- Facilitated and organized Revenue Cycle team meetings for 100+ associates on business strategy, corporate policies and client interaction.
- Resourced projects with varying scope and timelines, with associates on the Patient Access team.
- Developed collateral outlining role expectations of Primary Consultants and Advising Consultants.
- Delivered quarterly and annual performance reviews.
- Effectively assisted direct reports with performance issues and engaging Associate Relations.
- Accountable for workforce demand on team, including hiring and termination of associates.

*Cerner Corporation; Kansas City, MO*

#### **Senior Revenue Cycle Consultant** (September 2019-April 2022)

- Served as primary scheduling consultant for specialty clinics, cancer centers and hospitals throughout the Province of British Columbia.
- Strategized with Northern Arizona Healthcare throughout 2.5 years as the patient access consultant by optimizing PMOffice conversations, converting 20+ clinics from win32 to Cerner Practice Management and implementing orders to scheduling in ancillary departments.
- Created and distributed Canadian healthcare learning material that is utilized by US and global associates as best practice learning material.

#### **Sr. Team Lead** (April 2020-April 2022)

- Advanced three associates within their career during performance review cycle from associate consultant to senior associate consultant.
- Created performance plans for struggling associates by identifying individual and team goals.
- Led and organized Revenue Cycle team meetings for 100+ associates on business strategy, corporate policies and client interaction.
- Facilitated transition of 6 associates to begin new roles within Cerner by determining the best career path for them based on their skill set.
- Helped drive weekly management meetings and organized learning for the team on StrengthsFinder.

**Team Lead** (August 2017-April 2020)

**Revenue Cycle Consultant** (August 2017-September 2019)

**Revenue Cycle Sr. Associate Consultant** (August 2016-August 2017)

**Revenue Cycle Associate Consultant** (*April 2014-August 2016*)

*Bairexport; Buenos Aires, Argentina*

**Intern** (*October 2013-November 2013*)

*Brinton Environmental Center; Summerland Key, FL*

**Camp Counselor (Seasonal)** (*May 2012-March 2014*)

- Coordinated and participated in weekly coastal conservation clean-up initiatives, engaging participants in environmental stewardship.
- Guided participant groups in safe, educational environmental activities aligned with conservation goals.

*Woodstock Recreation Center; Woodstock, IL*

**Recreation Program Staff** (*August 2006-August 2009*)

- Supported community programming serving diverse age groups, including older adults.
- Assisted with coordination of recreational activities and community events.
- Fostered welcoming, inclusive environments through daily member engagement.

*City of Woodstock; Woodstock, IL*

**Camp Counselor (Seasonal)** (*May 2006-August 2006*)

- Led daily interactive activities for participants.

**RELEVANT SKILLS**

- Advanced proficiency in Spanish.
- Experience with project management tools like JIRA, VersionOne and Confluence
- Familiarity with resource allocation on projects
- 6+ years of active management in a team setting
- 3+ years of work in recreation department

**CERTIFICATIONS**

- Project Management Foundations
- LEAN Six Sigma Yellow Belt Professional

**VOLUNTEER WORK**

- Suncoast Humane Society (*May 2025-Present*)
- Mote Marine Laboratory and Aquarium Volunteer (*August 2020-September 2021*)
- Hurricane Irma Disaster Relief Volunteer (*October 2017*)

**EDUCATION**

*Southern Illinois University; Carbondale, IL*

**Bachelor of Arts, International Trade & Spanish**

May 2014  
Cumulative GPA: 3.31

*Universidad Veritas; San Jose, Costa Rica*

**Spanish Studies**

August 2013

**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 6-E**  
**CHARLOTTE COUNTY TRANSPORTATION DISADVANTAGED LOCAL**  
**COORDINATING BOARD (LCB) REAPPOINTMENT**

**Purpose:** To consider the reappointment of a Local Representative for the Economically Disadvantaged/Goodwill to serve on the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB)

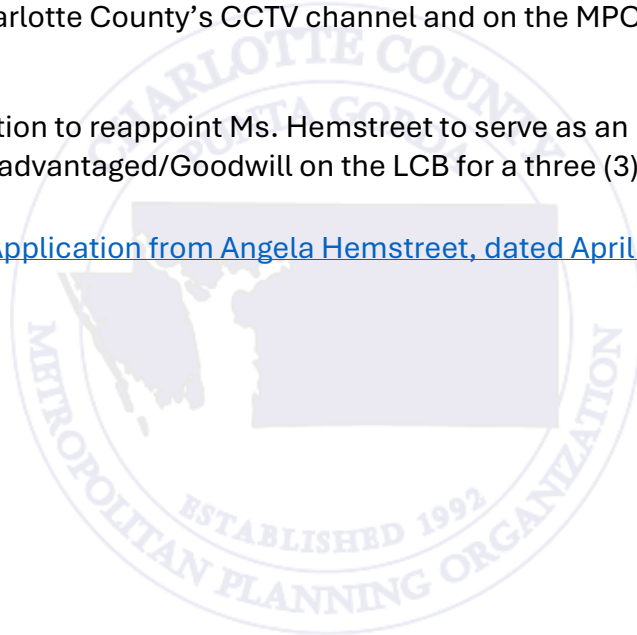
**Presented by:** MPO Staff

**Discussion:** The current Economically Disadvantaged/Goodwill Representative, Angela Hemstreet, has expressed interest in serving an additional three-year term on the LCB with the term ending May 18, 2029.

As required, this volunteer opportunity was advertised in the Charlotte Sun, on Charlotte County's CCTV channel and on the MPO website.

**Recommendation:** Motion to reappoint Ms. Hemstreet to serve as an Economically Disadvantaged/Goodwill on the LCB for a three (3) year term.

**Attachment:** 1. [Application from Angela Hemstreet, dated April 6, 2026](#)



**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN  
PLANNING ORGANIZATION (MPO) ADVISORY  
COMMITTEE/BOARD APPLICATION**

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

Citizens' Advisory Committee (CAC)   
Bicycle/Pedestrian Advisory Committee (BPAC)   
Transportation Disadvantaged Local Coordinating Board (LCB)

How Did You Hear of This Committee/Board Vacancy? *reminded of expiration date*

Name: Angela Hemstreet

Address: 33671 Serene Drive

City, State, Zip: Punta Gorda, FL 33982

Year-round Resident? Yes  No

Email address: angelahemstreet@goodwillswfl.org

Home Phone: Work Phone: 239-995-2106 Cell Phone: 239-271-7293

Address: Office: 24123 Peachland Blvd., Port Charlotte, FL

**Note:** While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccpgmipo.gov](http://www.ccpgmipo.gov) to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

**Occupation- (if retired please indicate)**

Non-Profit Program Director

**Education - Diplomas-Certificates-Degrees**

AA Elementary Education  
BS English & Biology K-8  
MA Global Sustainability, Spec. in Food Security  
Professional Certificate Career Navigator  
Certificate Best Practices in Supported Employment  
Goodwill Industries International Fellow: Opportunity Accelerator

**Experience-Work, Life, Hobbies etc.**

gardening: vegetable and sub-tropical ornamentals  
quilting and knitting  
socializing and exercising rescued German Shepherd dogs

**Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)**

United Way Ageless United: Digital Skills Committee - current  
Continuum of Care Lee County - Resource Committee, Events Committee - current  
Keep Charlotte Beautiful board, board chair - previously held

Applicant's Signature: \_\_\_\_\_



Date: \_\_\_\_\_

4/6/26

You may mail to (1050 Loveland Blvd. Box C, Port Charlotte, FL 33980), Phone (941)883-3535  
or email ([office@ccpgmpo.gov](mailto:office@ccpgmpo.gov)) your application to the MPO.

**We Thank You for your interest in serving the community and the MPO.**

**MAY 18, 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 7**  
**PUBLIC MEETING: FY 2025/2026 – FY 2029/2030 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP) AMENDMENT**

**Purpose:** To consider an amendment to the Fiscal Year (FY) 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP)

**Presented by:** MPO Staff

**Discussion:** FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) approve the following STIP/TIP Amendments in the current FY 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP) at the May 18, 2026, MPO Board Meeting:

1. FPN# 454167-3 Section 5310 formula operating (Small Urban Area) – Hope Hospice and community services.  
This is a new transit project that has been awarded to Hope Hospice through the 5310 Seniors & Individuals with Disabilities grant for FY 2026.

A STIP/TIP amendment is required when a major change occurs to a project, including the addition or deletion of a project, significant cost changes, modifications to phase initiation dates, or major revisions to design concept or scope (e.g., changes to termini or number of lanes), as defined in 23 C.F.R. 450.104.

Amendments require public review and comment, demonstration of financial constraint, and a conformity determination when applicable.

The proposed TIP amendment is included as Attachment 1.

**Recommendation:** Motion to adopt the amendment to Charlotte County–Punta Gorda MPO’s FY 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP).

**Attachments:** [FDOT TIP Amendment Letter dated April 7, 2026 – Request to Modify FY 2025/2026–2029/2030 TIP](#)



*Florida Department of Transportation*

**RON DESANTIS**  
GOVERNOR

801 N Broadway Avenue  
Bartow, Florida 33830

**JARED W. PERDUE, P.E.**  
SECRETARY

April 7, 2026

Mr. Lakshmi N. Gurram  
MPO Director  
Charlotte County – Punta Gorda MPO  
1050 Loveland Blvd, Box # C  
Port Charlotte, FL 33980

**RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)**

Dear Mr. Gurram:

Florida Department of Transportation requests Charlotte County – Punta Gorda MPO to revise the FY 2025/26-2029/30 TIP to reflect project changes as described below.

Project #454167-3 is a new transit project that has been awarded to Hope Hospice through the 5310 Seniors & Individuals with Disabilities grant for FY2026. This project should be added to the TIP so that authorization to use federally reimbursed funds can be obtained.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
454167-3	5310 FORMULA OPERATING-SMALL UA-HOPE HOSPICE AND COMMUNITY SERVICES	N/A	0.000 miles	OPS	DU LF <b>Total</b>	\$31,733 <u>\$31,734</u> <b>\$63,467</b>	2026

As always, feel free to contact the Liaison Group at [D1-Liaisons@dot.state.fl.us](mailto:D1-Liaisons@dot.state.fl.us) if you have any questions.

Sincerely,

DocuSigned by:  
*Kristi A. Smith*

358572051DDE4C5...

Kristi A. Smith, CPM, PLS  
Community Liaison Manager

**MAY 18, 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 8**  
**PUBLIC MEETING - FINAL DRAFT FY 2026/2027 – FY 2030/2031**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Purpose:** To review and approve the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)

**Presented by:** MPO Staff

**Discussion:** The Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP) presented today identifies all federal/state funded, and regionally significant local projects scheduled for implementation over the next five fiscal years. The TIP is developed in cooperation with the Florida Department of Transportation (FDOT), local governments, transit providers, and the public, and must remain consistent with the MPO's Long Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP).

The following provides comments and updates made to the Draft 2026/2027 – FY 2030/2031 TIP since presented to the Board on March 30, 2026.

1. **Table of Contents** – Updated page numbering
2. **Section II – Financial Plan** – Revisions to cost tables based on April 7, 2026 snapshot (Tables 4.1 through 4.6.3)
3. **Section III – Performance Measures** – Updated narrative and performance reporting
4. **Section VII – Federal Obligations** – Inclusion of FTA federal obligations as required
5. **Public comment Phase:** The review period is from March 4, 2026, to May 18, 2026

The Final TIP outlines the region's transportation needs and investment priorities, supports economic development and safety, and meets all federal and state planning requirements. MPO staff recommends approval of the FY 2025/26–2029/30 Transportation Improvement Program. Regional project priorities, developed jointly last year with the Sarasota–Manatee MPO and the Lee County MPO, are shown in Tables 2.7 and 2.8.

An interlocal agreement among the MPOs formalizes regional coordination and establishes timelines for producing joint planning documents, with each MPO responsible for identifying and including regional priorities in its TIP. The

**MAY 18, 2026**  
**MPO BOARD MEETING**

Charlotte County–Punta Gorda MPO Board is scheduled to review and adopt the TIP at its May 18, 2026 meeting.

At the April 23, 2026 Joint TAC/CAC/BPAC meetings, all three committee members unanimously recommended MPO Board members to adopt the Transportation Improvement Program as presented.

**Recommendation:** Motion to adopt the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program allowing staff to make minor changes as needed. **A roll call vote is required**

**Attachment:** [Final Draft FY 2026/2027 – FY 2030/2031 TIP](#)





# **TRANSPORTATION IMPROVEMENT PROGRAM FY 2027 - FY 2031**

**CHARLOTTE COUNTY  
PUNTA GORDA MPO  
1050 LOVELAND BLVD  
Port Charlotte, FL 33980  
941-883-3535**

**Adoption:  
May 18, 2026**

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# **SECTION – I**



**RESOLUTION  
NUMBER 2026-03**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEAR (FY) 2026/2027 THROUGH FY 2030/2031**

**RECITALS**

**WHEREAS**, the Charlotte County-Punta Gorda Metropolitan Planning Organization (“MPO”) is required by Section 339.175(8) (a) Florida Statutes to develop an annually updated Transportation Improvement Program (TIP); and

**WHEREAS**, the MPO has reviewed the proposed TIP and determined that it is consistent with its adopted plans and programs; and

**WHEREAS**, the MPO has approved said TIP for Fiscal Year 2026/2027 through FY 2030/2031 on May 18, 2026; and

**WHEREAS**, in accordance with the Florida Department of Transportation (FDOT) directive and procedures, the TIP must be accompanied by an endorsement of the MPO Board indicating Board’s approval of the Program.

**NOW, THEREFORE, BE IT RESOLVED** by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for 2026/2027 through FY 2030/2031 is hereby approved.

PASSED AND DULY ADOPTED this 18<sup>th</sup> day of May, 2026.



CHARLOTTE COUNTY – PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_  
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

By:  \_\_\_\_\_  
Lakshmi N. Gurrany  
Designated Clerk of the MPO Board

By:  \_\_\_\_\_  
Thomas M. David, County Attorney  
LR26-0153  (GRP)

# **SECTION – II**

## EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects that is consistent with the Long-Range Transportation Plan (LRTP), in accordance with 23 C.F.R. Part 450. The Metropolitan Planning Organization (MPO), through a continuing, comprehensive, and cooperative (3-C) planning process, develops the TIP as required by 23 U.S.C. 134(j) and (k)(3) and (4); 23 C.F.R. Part 450 Sections 320, 322(c), 324, 326, 328, 330, and 332; 23 C.F.R. 500.109, 500.110, and 500.111 (Congestion Management); subsection 339.175(6) and (8), Florida Statutes; and the Fixing America’s Surface Transportation (FAST) Act. The current TIP is a federally required, multi-year program of transportation projects, it must be developed in accordance with the requirements and funding programs established under Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). The FY 2026/2027 through 2030/2031 TIP includes:

<b>Section I</b>	Resolution endorsing the plan by the MPO Board
<b>Section II</b>	Executive Summary
<b>Section III</b>	Performance Measures
<b>Section IV</b>	Project lists including Funding Summary
<b>Section V</b>	Charlotte County - Capital Improvement Program
<b>Section VI</b>	City of Punta Gorda - Capital Improvement Program
<b>Section VII</b>	2025 FEDERAL OBLIGATIONS
<b>Section VIII</b>	TIP Amendments
<b>Section IX</b>	Public Comments
<b>Appendix A</b>	Acronyms
<b>Appendix B</b>	Check List

### Purpose

The purpose of the Transportation Improvement Program (TIP) is to provide a prioritized, five-year listing of transportation projects within Charlotte County and the City of Punta Gorda that is consistent with the adopted 2050 Charlotte County–Punta Gorda Long-Range Transportation

Plan (LRTP). The TIP identifies all transportation projects funded under Title 23 U.S.C. and Title 49 U.S.C. and includes all regionally significant projects regardless of funding source such as highway, aviation, pedestrian, bicycle, and transportation disadvantaged improvements. Project costs are presented in “year of expenditure” (YOE) dollars using inflation factors provided by the Florida Department of Transportation (FDOT), District One. The TIP supports coordination of transportation improvements among local, state, and federal agencies.

### **Financial Plan**

The TIP serves as a five-year, financially feasible program of transportation improvements within Charlotte County and the City of Punta Gorda, as required by subsection 339.175(8)(1), F.S. The TIP is developed in cooperation with the Florida Department of Transportation (FDOT) and public transit operators in accordance with 23 C.F.R. 450.324(a). Federally funded projects included in the TIP can be implemented using reasonably expected current and proposed revenue sources, based on the State Tentative Work Program and locally dedicated transportation revenues. Tables on pages IV-2 and IV-3 provide a summary of total funds and funding sources programmed by year.

This TIP reflects new FHWA–FDOT requirements ensuring that all projects in the STIP and TIP include total project costs, inclusive of indirect costs. Previously, FDOT calculated indirect costs only at the time of federal authorization, which created inconsistencies between authorization amounts and the costs shown in the STIP/TIP. This issue has been addressed in the latest TIP snapshot provided to MPOs on April 7, 2026. The inclusion of indirect costs does not result in additional funding; these costs represent FDOT administrative and support expenses, calculated using an FHWA-approved rate, and are applied to meet federal matching requirements.

All TIP projects are financially constrained and programmed using Year of Expenditure (YOE) dollars. YOE costs are adjusted for inflation from the present year to the anticipated year of construction. Federal planning regulations require that revenue and cost estimates in the TIP reflect YOE dollars using inflation or growth rates based on reasonable financial principles and information developed cooperatively by the State, MPOs, and public transit operators.

### **Project Selection**

The TIP is developed to meet federal and state requirements in accordance with 23 C.F.R. 450.330(b), as outlined in the MPO Program Management Handbook (updated August 2, 2024). It is compiled using the FDOT Tentative Work Program, the Capital Improvement Programs (CIPs) of local jurisdictions, and project priorities developed by Charlotte County, Charlotte County Transit in cooperation with the MPO, the City of Punta Gorda, the Punta Gorda Airport Authority, and FDOT.

### **Consistency with Other Plans**

The Charlotte County–Punta Gorda MPO was established in 1992 and adopted its first Long Range Transportation Plan in December 1995. All projects included in the current TIP are

consistent with the 2050 Long Range Transportation Plan, the Charlotte County Comprehensive Plan (Smart Charlotte 2050, adopted July 20, 2010), the City of Punta Gorda Comprehensive Plan 2045, the Punta Gorda Airport Master Plan, the Charlotte County Ten-Year Transit Development Plan, and the MPO’s Public Participation Plan (PPP). Additional details on MPO plans and documents are available on the MPO’s website at [www.ccpmpo.gov](http://www.ccpmpo.gov).

**Project Priorities**

The MPO’s priority listing of projects Tables 1 to 8 was developed to provide FDOT with a sequence of projects for advancement in their Work Program as it is updated during the next Work Program development cycle. The project priorities are color-coded for ease of identification, as shown in Table 1. The tables that follow present detailed listings for each project category and correspond directly to the classifications shown in Table 1. These categories include Highway capacity projects, Transportation System Management and Operations (TSMO) projects, Transportation Alternatives (TA) projects, Safety Projects, Freight Priorities Projects, Joint TRIP projects between Sarasota Manatee MPO and Lee MPO transit improvements, transportation disadvantaged services, aviation projects, and enhancement or multimodal investments. This structure also reinforces the MPO’s commitment to presenting transportation investments in a clear and organized manner, consistent with state and federal reporting requirements. Below are the corresponding tables referencing the various project categories.

<b>Table 1</b>	<b>2025 Project Priorities Identification</b>
<b>Table 2</b>	2025 HIGHWAY PROJECTS
<b>Table 3</b>	2025 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS
<b>Table 4</b>	2025 TRANSPORTATION ALTERNATIVES (TA) PROJECTS
<b>Table 5</b>	2025 COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS
<b>Table 6</b>	2025 FDOT D1- Freight Priorities Projects
<b>Table 7</b>	2025 JOINT TRIP PRIORITIES CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO
<b>Table 8</b>	2025 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

The MPO’s priorities listed were adopted by the MPO Board on May 19, 2025 based on the LRTP Cost Feasible Plan for the 2045 horizon and recommendations from the MPO’s Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC).

The Congestion Management Plan is described in the MPO's 2050 LRTP, Chapter 6. The MPO's Congestion Management Process established in the 2035 LRTP, identified US 41 as the main congested arterial in Charlotte County.

Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) adopted a federal and local funded Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) adopted by the MPO Board on December 16, 2024. These funds are being utilized to cover the cost of coordinated Vision Zero or, with the goal of reducing traffic fatalities and severe injuries and creating safer roads for citizens and visitors alike. Below is a summary of the Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP).

Some of the Key Highlights CSAP are below:

The CSAP is a federally mandated step that enables local governments in Charlotte County to qualify for future grant funding to implement safety-focused transportation projects.

The plan includes an in-depth analysis of 14 High Injury Network corridors

Crash data from 2018–2022 shows an average of 29 fatalities and 144 severe injuries per year on roadways within the CC-PG MPO region.

A variety of countermeasures are recommended across education, policy, enforcement, and emergency management to improve roadway safety.

The plan outlines engineering improvements for each of the top 14 corridors identified. Improvements are categorized by timeline:

- Near-Term (by 2030)
- Mid-Term (by 2040)
- Long-Term (by 2045)

Based on a US 41 corridor study completed in 2009, certain US 41 intersections have been prioritized and programmed for funding with CM/TSM funds (Table 2). Upon completion of the US 41 intersection improvements, the Number One Congestion Management project is the Intelligent Transportation System (ITS) County-wide Master Plan Communications System.

MPO Board at the October 18, 2021, adopted the SR 776 Corridor study initiated by FDOT. Veterans Blvd Corridor Study initiated by FDOT recommended by the MPO Board was completed in October 2022. Both studies identified various intersections for future prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan.

The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 5 Table 5-8: 2050 LRTP Project Prioritization Evaluation Criteria ([WWW.CCPGMPO.GOV](http://WWW.CCPGMPO.GOV)). Project selection also factored in: Strategic Intermodal System (SIS) facilities, its connectors and other

regionally significant facilities; community concerns; public involvement; and state comprehensive planning rules. These local criteria include urban service area strategies, hurricane evacuation, traffic circulation, environmental benefit, freight movement, right of way protection, and continuity of capital programming. TIP projects selected and programmed for funding are consistent with federal requirements and the FDOT's Tentative Work Program and are financially feasible for the appropriate funding categories. The numbered project priorities in the tables below represent the MPO's project priorities by project and the next phase of project implementation.

### **Transportation Disadvantaged Services**

Each county in Florida administers a Transportation Disadvantaged (TD) program to provide mobility for individuals who, due to physical or mental disability, income limitations, or age, are unable to transport themselves or purchase transportation. These individuals rely on others to access health care, employment, education, shopping, social activities, and other life-sustaining needs. The program also serves children who are handicapped or considered high-risk. The MPO serves as the Designated Official Planning Agency for Charlotte County pursuant to s. 427.015(1), F.S., and Rule 41-2.009(2), F.A.C.

In Charlotte County, TD transportation services are provided by Charlotte County Transit (CCT) and governed by the Charlotte County Board of County Commissioners (BCC), which serves as the Community Transportation Coordinator (CTC). The BCC has designated CCT as the responsible agency for administering all grants and contracts related to paratransit service and for managing the CTC program. The Transit Division is authorized to act on behalf of the County Commission in these matters.

Statewide, each county has a Transportation Disadvantaged Local Coordinating Board (LCB) to oversee the transit agency responsible for serving the transportation disadvantaged population. The Charlotte County TD LCB is composed of a diverse group of users and user representatives, including a local elected official, state and local social service agencies, system users, elderly representatives, and school board representatives.

The LCB is responsible for approving the Transportation Disadvantaged Service Plan (TDSP), which undergoes a major update every five years and a minor update annually in the interim years. The LCB provides guidance, recommendations, and oversight to the CTC regarding the coordination of TD services and the development of service standards that reflect the needs and resources of the community.

A copy of the Charlotte County TDSP is available at: Transportation Disadvantaged Service Plan (TDSP) – Charlotte County–Punta Gorda Metropolitan Planning Organization ([ccpgmpo.gov](http://ccpgmpo.gov))

More detailed information on the statewide Transportation Disadvantaged (TD) program is available through the Florida Commission for the Transportation Disadvantaged (CTD). The CTD Trust Fund subsidizes a portion of transportation costs for individuals who are transportation

disadvantaged, specifically for trips that are not sponsored by another agency and only when a cash or in-kind match is provided.

These non-sponsored transportation funds support “...persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation...” and include children who are at-risk, as defined in Section 411.202, Florida Statutes.

# Charlotte County - Punta Gorda MPO 2025 Project Priorities

TABLE 2.1

<b>HIGHWAY PROJECTS</b>	These projects are roadway widening improvement projects
<b>TRANSPORTATION ALTERNATIVE PROJECTS</b>	Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
<b>CITY OF PUNTA GORDA PROJECTS</b>	The projects are identified as a need in the City
<b>TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND OPERATION PROJECTS</b>	TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.
<b>FUNDED PROJECTS</b>	The projects that are funded through Construction will be removed from the list to accomodate other unfunded projects.
<b>COMPREHENSIVE SAFETY ACTION PLAN PROJECTS</b>	This Comprehensive Safety Action Plan (CSAP) sets a path forward for the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) to work with their partners and the community to reach the goal of zero fatalities and serious injuries due to traffic crashes by the year 2045
<b>SUN TRAIL PROJECTS</b>	Established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are used for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network
<b>TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)</b>	Regional Projects with Sarasota Manatee and Lee are identified with an asterisk *. A TRIP project requires a 50% local match.
<b>NEW PROJECT</b>	

**Note : All Projects costs are in millions**

PROJECT PHASES	
<b>PLN</b>	Planning Study
<b>PD&amp;E</b>	Project Development & Engineering
<b>PE</b>	Preliminary Engineering (Design)
<b>ROW</b>	Right of Way Acquisition, if needed
<b>CST</b>	Construction
<b>CEI</b>	Construction Engineering and Inspection

## Charlotte County - Punta Gorda MPO 2025 Project Priorities

TABLE 2.2

### HIGHWAY PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1*		Harborview Rd from Melbourne St to I-75	Road Widening	NA	\$96.72										Project is divided into two segments. ROW unFunded . Local funds for ROW is \$11. million. Local matching funds \$1.69 M. Total CST is \$96.72 million.
	434965-3	Harborview Rd from Melbourne St to Date St	Road Widening	ROW	\$48.78	\$22.60	\$15.00	\$48.78					ROW	\$27.00	Segment One. Local contributions \$20.2 million. Project is programmed for CST in FY 2026 - \$46.45 million
		Harborview Rd from Date St to I-75	Road Widening	ROW /CST	\$49.27	\$1.69	\$47.50						ROW&CST	\$49.27	Segment Two is unfunded. Local funds \$1.69 are for ROW.County requesting \$47.583 million for CST Segment 2
2*		Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	Road Widening	PE	\$95.00		\$2.50						ROW & CST		No application received towards 2025 PP
3*		Jones Loop Rd from Burnt Store Rd to Piper Rd													No application received towards 2025 PP
	435563 -1	N. Jones Loop Rd from I-75 to Piper Rd	<del>Roundabout and Multimodal facilities</del>	PE & CST	<del>\$3.71</del>						\$3.71		NA		<del>Segment 3 of Jones Loop Study is funded through CST in FY 2029. Project will be removed. Needed guidance from FDOT regarding Segment 1 and 2</del>
		N. Jones Loop Rd from Burnt Store Rd to Knights Dr	Road Widening	ROW, PE & CST											MPO Staff is looking for advice from FDOT Staff for proposed amendments for the entire segment of Jones Loop . May 2023 Board meeting
4*		Burnt Store Rd from Lee County Line to Wallaby Lane	Road Widening	ROW/CST	\$7.20		\$7.20						ROW & CST	\$7.20	Widen the 100 feet of Burnt Store Rd
5	439316 -7	2055 Long Range Transportation Plan Update	Planning	PLN	\$0.60					\$0.15	\$0.30	\$0.15			Planning dollars were allocating in the current 2029- 2030 WP to supplement MPO complete 2055 Long Range Transportation Plan LRTP

## **Regional Multi-Modal Transportation System Project Priorities.**

Regional Multi-Modal Transportation System project priorities are included in accordance with the Interlocal Agreement for Joint Regional Transportation Planning and Coordination among the Charlotte County–Punta Gorda MPO, the Sarasota/Manatee MPO, and the Lee County MPO. The Joint Regional Multi-Modal Transportation System was developed using mutually agreed-upon criteria—such as Strategic Intermodal System (SIS) facilities, Emerging SIS, SIS Connectors, principal roadways serving non-SIS freight and passenger intermodal hubs, and designated hurricane evacuation routes—to identify regionally significant facilities.

Charlotte County’s Regional Highway Project Priorities are identified as “Regional Project” in the “Project” column of Table 2.2. Regional Transportation System Management and Operations (TSM&O) projects and Transportation Alternatives Program (TAP) projects, as required by FDOT District One directives, are presented in Tables 2.3 and 2.4. Comprehensive Safety Action Plan (CSAP) projects are listed in Table 2.5.

Regional project lists from the Sarasota/Manatee MPO are provided in Table 2.7 for the Transportation Regional Incentive Program (TRIP). TRIP project priorities for the Charlotte County–Punta Gorda MPO and the Lee County MPO are included in Table 2.8.

## TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

TABLE 2.3

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1	446340 1	SR 776 @ Flamingo Blvd *	Intersection Improvements	CST	\$3.02										Programmed in the DTWP and will be removed from 2025 PP cycle
2	446340 2	SR 776 @ Flamingo Blvd *	Pedestrian Safety Improvements	CST	\$0.64										
3	446393-1	SR 776 @ Charlotte Sports Park *	Add turn lanes on EB & WB SR 776	PE	\$0.960/\$0.24	\$0.05	\$1.39						CEI	\$0.25	PE in current year. Additional \$240,065 requested for CEI
4	453479 1	SR 776 @ Cornelius Blvd *	Add turn lanes at intersections	PE/CST	\$0.115/\$0.145										Programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
5	453416 1	SR 776 @ Jacobs St	Add turn lanes at intersections	PE/CST	\$0.115/\$0.145										This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
6		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements	PE	\$3.10										FUNDED \$3.1 million (Appropriations) Will be removed from the 2025 PP
40		Emergency Vehicle Preemption	Emergency Vehicle Preemption System		\$1.27								CST	\$1.27	Purchase software licensing for the emergency vehicle preemption system
7		SR 776 & Biscayne Dr	Add signals Intersection Improvements	PE,CST,CEI	\$1.30								PE, CST & CEI	\$1.32	County is requesting PE, CST & CEI funds
8		Veterans Blvd @ Yorkshire St	Add EB & WB right turn lanes										CST	\$1.11	County is requesting CST funds
9		Veterans Blvd @ Atwater St	Add EB & WB right turn lanes	CST,CEI	\$2.39								CST/CEI	\$2.39	County is requesting CST and CEI funds
10		Veterans Blvd @ Harbor Blvd	Add EB & WB right turn lanes										CST	\$0.43	County is requesting CST funds
11		Veterans Blvd @ Torrington St	Add EB right turn lanes										CST	\$0.43	County is requesting CST funds
12		Veterans Blvd @ Orlando Blvd	Add EB right turn lanes										CST	\$0.45	County is requesting CST funds
13		Veterans Blvd @ Norman St	Add EB right turn lanes										PE/ROW/CST	\$0.78	County is requesting CST funds
14		Veterans Blvd @ Loveland Blvd	Add EB right turn lanes										CST	\$0.39	County is requesting CST funds
15		US 41 @ Easy St	Intersection Improvements										PE/CST		County is requesting PE & CST funds
16		US 41 @ Forrest Nelson Blvd / Crestview Cir	Add turn lanes Intersection Improvements										PE/CST	\$0.62	County is requesting PE & CST funds
17		SR 776 @ Toledo Blade Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
18		SR 776 @ Winchester Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
19		SR 776@ US 41	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
20		SR 776 @Beach Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations

## TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost		Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
21		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
22		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
23		SR 776 @San Casa Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
24		SR 776 @ Sunnybrook Blvd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
25		SR 776 @ Placida Rd/ Pine St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
26		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
27		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
28		SR 776 @ Oriole Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
29		SR 776 @ Gillot Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
30		SR 776 @ Jacobs St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
31		SR 776 @ Points of Pines Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
32		SR 776 @ Merchants Crossing	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
33		SR 776 @ Spinnaker Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
34		SR 776 @ Riverwood Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
35		SR 776 @ Bay Heights Road	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
36		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
37		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
38		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
39		ATMS master plan											PE/ROW/CST		The ATMS master plan study is underway

## TRANSPORTATION ALTERNATIVES (TA) PROJECTS

TABLE 2.4

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1	435105-2	<del>Taylor Rd Phase I from N. Jones Loop Rd to Airport Rd</del>	<del>Multi Use Trails</del>		\$6.56							PE & CST		<del>Design was funded in 2024-2028 for \$650,000 and has been deleted from DTWP due to lack feasible options</del>
2	435105-3	<del>Taylor Rd Phase II from Royal Rd to N. Jones Loop Rd</del>	<del>Multi Use Trails</del>		\$7.29							PE, CST, CEI		<del>Design, CST and CEI is unfunded</del>
3	446391-1	US 41 from Peace River Bridge to Kings Hwy*	Feasibility Study	PLN	\$0.15							PE& CST		Project is funded in the WP and will be removed. County Staff agreed to lead this Study - Jan 2023
4	440442-1	US 41 from Midway Blvd to Paulson Dr	Multi Use Trails	CST									\$6.45	CST funded in 2022 DTWP . Removed from current DTWP. Leaves gap on US 41
5		US 41 from Tuckers Grade to Taylor Rd	Multi Use Trails	PE & CST										Multi Use trails on both sides of US 41
6		US 41 from Morning side Dr to Tuckers Grade	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
7		US 41 from Taylor Rd to Burnt Store Rd	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
8	452221-1	Cooper St from Airport Rd to E. Marion Ave	Complete Streets Project	PE & CST	\$0.38/\$2.9							NA		Project is funded through Construction in the current DTWP and will be deleted.
9		US 41 NB - Harborwalk Phase IV from Retta Esplanade to Peace River Bridge *	Bridge Lighting									CST	\$0.36	
10	452236-1	US 41 SB Harborwalk Phase II - ADA Ramp	ADA ramp connection	CST	\$0.69									FDOT Staff will be handling as in house project. Connects Harborwalk to the existing US 41 SB sidewalk. Project is deferred to 2027
11	446339-1	SUN Trail US 41 NB - South Alligator Bridge *	Bike-Ped Bridge	PE	\$0.82							CST/CEI	\$3.19	City do not intend to apply for CST dollars since the City's CIP is not consistent. County Staff agreed to take a lead on this project.
12	443602-3	SUN Trail SR 776 from Myakka Forest to Gillot Blvd	SUN Trail Project	PE	\$3.46							CST	\$8.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
13	443602-2	SUN Trail SR 776 from Gillot Blvd to US 41	SUN Trail Project	PE	\$2.53							CST	\$23.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
14	438262-1	US 41 from Conway Blvd to Midway Blvd	Multi Use Trails	CST	\$5.57			\$5.56						Project is funded through Construction in the current DTWP and will be removed.
15	446830-1	SR 45 ( US 41 ) from Kings Hwy to Conway Blvd	Multi Use Trails	PE/CST	\$1.5 / \$4.5		\$1.50		\$4.56					Project is funded through Construction in the current DTWP and will be removed.
16		SR 45 (US 41 ) from Midway Blvd to Paulson Dr	Multi Use Trails	PE/CST										Project moved out of the Work Program. Gap on US 41 with High crashes

## COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS

TABLE 2.5

Corridor	FPID	Project Name	Type of Work	Project Score	2030 Planning level cost	Present Day Cost (PDC)	Comments
1		US 41 from Midway Blvd to Conway Blvd	High Injury Network Improvements	84.17	\$1.15	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
2		US 41 from Conway Blvd to Melbourne St	High Injury Network Improvements	80.83	\$0.376	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
3		US 41 from Veterans Blvd to Midway Blvd	High Injury Network Improvements	77.5	\$0.171	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
4		US 41 from Retta Esplanade to Carmalita St	High Injury Network Improvements	82.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
5		Kings Hwy from US 41 to Palmetto Mobile Park	High Injury Network Improvements	70.83	\$0.540	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
6A		SR 776 from Centennial Blvd to US 41	High Injury Network Improvements	61.17	\$0.531	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
6B		Veterans Blvd (CR776) from US 41 to E.Paulson Drive	High Injury Network Improvements	91.25	\$0.248	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
7		Kings Hwy from Veterans Blvd to E. Sandhill Blvd	High Injury Network Improvements	55.83	\$0.578	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
8		Midway Blvd from Lakeview Blvd to Harbor Blvd	High Injury Network Improvements	56.25	\$0.218	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
9		Edgewater Dr from Midway Blvd to Conreid Dr	High Injury Network Improvements	52.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
10		Olean Blvd from US 41 to Key Lane	High Injury Network Improvements	49.58	\$0.250	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
11		Cooper St from E.Olympia Ave to Burland St	High Injury Network Improvements	51.76	\$0.332	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
12		Marion Ave from Henry St to Chasteen St	High Injury Network Improvements	43.33	\$0.259	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
13		US 41 from W.Retta Esplanade to Airport Rd	High Injury Network Improvements	60	\$0.286	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)

# 2025 Project Priority List – FDOT D1

TABLE 2.6

Map ID	Project Name	County	Project Type	FM Number	DFC Priority	PD&E Status	Project Request (Millions)	Network Designations*			
								SHS	NHFN	SIS	RFN
<b>Charlotte County-Punta Gorda MPO</b>											
P1	US-17 from Copley Ave. to CR-74 (Bermont Rd.)	Charlotte	Roadway	N/A	Yes	Funded	\$10.9	Yes	No	Yes	No
<b>Heartland Regional TPO</b>											
P2	SR-70 from Jefferson Ave. to CR-29	Highlands	Roadway	414506-1	Yes	Completed	\$242.2	Yes	No	Yes	Yes
<b>Lee County MPO</b>											
P3	SR-739 (Metro Pkwy.) Widening from Daniels Pkwy. to Winkler Ave.	Lee	Roadway	431334-1 431334-2	No	On-Going	\$76.1	Yes	No	No	Yes
P4	SR-78 Widening from SR-31 to I-75 and Interchange Improvements	Lee	Roadway & Interchange	444937-1	Yes	On-Going	\$187.5	Yes	Yes	Yes	Yes
<b>Polk TPO</b>											
P5	SR-60 Widening from CR-630 to Osceola Co. Line	Polk	Roadway	433856-2 433856-3	Yes	Completed	\$110.0	Yes	No	Yes	No

\*SHS = State Highway System  
NHFN = National Highway Freight Network  
SIS = Strategic Intermodal System  
RFN = Regional Freight Network

Adopted May 19, 2025

2025 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

TABLE 2.7

PROJECT PRIORITY LIST

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	Fruitville Rd from Sarasota Center Blvd to Lorraine Rd	Sarasota County	\$12,533,934
2	*Fort Hamer Rd from Rive Isle Run to US 301	Manatee County	\$9,682,150
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
4	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$25,072,461
5	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000
6	Lorraine Rd from SR 72/Clark Rd to Knights Trail - Segment B	Sarasota County	\$24,569,060
7	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
8	Lorraine Rd from SR 72/Clark Rd to Knights Trail - Segment B	Sarasota County	\$33,587,042
9	Kings Hwy from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000
10	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte County	\$2,000,000
11	SR 72/Clark Rd at McIntosh Rd	Sarasota County	\$1,000,000

*Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.*

**The Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO interlocal agreement for joint regional transportation planning and coordination requests that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee, and Sarasota) when funding new TRIP projects.**

\* This project is not identified in the Sarasota/Manatee MPO 2045 Long Range Transportation Plan.

**2025 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO**

Adoption by Lee MPO in May or June  
Adoption by Charlotte County-Punta Gorda MPO in May 19, 2025

TABLE 2.8

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2025 Joint Priority
Lee & Charlotte Counties	Burnt Store Rd	Van Buren Pkwy	Wallaby Lane	2L to 4L	ROW	\$29,060,000	\$5,000,000			
Charlotte County	Harborview Rd	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000			
Lee County	Alico Extension - Phase 2	Airport Haul Road	SR 82	New 4L	CST	\$190,294,000	\$10,000,000			
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Collingswood Blvd	SR 776	2L to 4L	CST	\$38,080,000	\$2,200,000			
Lee County	Sunshine Ext.	75TH Street	SR 80	New 4L	PD&E	\$6,283,770	\$3,100,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE	\$45,020,000	TBD			
Lee County	Alico Extension - Phase 1B/3	Alico Road	SR 82	New 4L	CST	\$127,347,000	\$10,000,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$71,000,000	\$8,000,000			

## Major Projects Implemented

TABLE 2.9

Number	FPN	Type of Work	Project Limits	Phase	Jurisdiction
1	4411221	Landscaping	I-75 at CR 776 (Harbor View Road)	CST	County
2	4419291	Landscaping	I-75 at Tucker's Grade Interchange	CST	County
3	4353901	Sidewalk	US 41 from Midway Blvd. to Enterprise Dr	CST	County
4	4349881	Safety Lighting	US 41 from Rio Villa Dr. to Airport Rd	CST	County
5	4415171	Env	SR 776 From Pinedale Drive to Myakka River	ENV	County
6		Study	SR 776 Corridor Study from Sarasota County line to US 41	Study	FDOT
7	4436021	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	Study	FDOT
8	4349651	Road widening	Harbor View Rd from Melbourne St to I-75	PD&E	County
9	4349651	Road widening	Harbor View Rd from Melbourne St to I-75	PE	County
10	428917-1	Road widening	SR 31 from Bayshore Rd to Cook Brown Rd	PD&E	FDOT
11	436563 1	Study	Jones Loop Rd from Burnt Store Rd to Piper Rd	Study	FDOT
12		Study	Veterans Blvd from US 41 to Kings Hwy/Peachland Blvd	Study	FDOT
13	441950-1	Round about	SR 31 @ Bermont Rd ( CR 74) Roundabout	PD&E	FDOT
14	4351051	Study	Taylor Rd from N. Jones Loop Rd to Airport Rd	PD&E	County
15	4419501	Round about	SR 31 from CR 74 (Roundabout)	PE	County
16	4436021	Multi Use Trail	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	PD&E	County
17	4365631	Road widening	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	PD&E	County
18	4415242	Resurfacing	Tamiami Trail (SR 45) From William St To Peace River Bridge -	PE	FDOT
19	4353881	Road widening	Burnt Store Rd t from Zemel Rd to Notre Dame Blvd	CST	County
20	4415171	Resurfacing	SR 776 From Pinedale Drive to Myakka River	CST	County
21	441552-1	Resurfacing	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74)	PE	County
22	4415631	Resurfacing	SR 35 (US17) from Washington loop road to Desoto County line	CST	County
23	4444851	Resurfacing	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr	CST	County
24	445475 1	Resurfacing	SR 776 from Myakka Bridge to Willowbend Dr	CST	FDOT
25	4130427	Landscaping	I-75 at N. Jones Loop	CST	FDOT
26	4489311	Resurfacing	US 41 ( SR 45) from S of Morningside Dr to N of St. Pierre Rd	PE	FDOT
27	438261-1	Maintainence	Charlotte County ATMS/ITS County Wide	CST	County
28	4463931	Intersection	SR 776 at Charlotte Sports Park	PE	FDOT
29	4382621	Sidewalk	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd	PE	County
30		Road widening	Kings Highway from Sandhill Boulevard to the Desoto County line	CST	County
31	4496521	Safety	SR 776 from Merchants Crossing to Sarasota County Line	PE	FDOT
32		Sidewalk	Airport Road from Southwest Florida College to Piper Road.	PE	County
33		Sidewalk	Atwater St. from Veterans Boulevard to Hillsborough Boulevard.	CST	County
34	4415241	Resurfacing	Tamiami Trail (SR 45) From William St To Peace River Bridge	CST	County
35	4390051	Landscaping	I-75 (SR 93) AT US 17	CST	County

**Major Projects in Progress**

TABLE 2.10

Number	FPN	Type of Work	Project Limits	Phase	Jurisdiction
1	4402681	Multi Use Trail	US 41 from Airport Rd to William St - Complete Streets	Design/Build	County
2	4436022	Multi Use Trail	Cape Haze Pioneer Trail from US 41(SR 45) to Gillot Blvd	PE	FDOT
3	4436023	Multi Use Trail	Cape Haze Pioneer Trail from Gillot Blvd to Myakka State Forest	PE	FDOT
4		Intersection	Veterans Boulevard @ Atwater Street	PE	County
5	4420981	Intersection	Peachland Boulevard and Harbor Boulevard	PE	County
6	4382621	Side walk	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd	CST	County
7	4462811	Resurfacing	I-75 Punta Gorda Weigh Station- Resurfacing	CST	FDOT
8	441950-1	Round about	SR 31 @ Bermont Rd ( CR 74) Roundabout	CST	FDOT
9		Road widening	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	PE	County
10	451103 1	Resurfacing	SR 31 from N. of CR 74 to DeSoto County line	CST	County
11	441552-1	Resurfacing	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74) Resurfacing	CST	FDOT
12	451104 1	Resurfacing	SR 35 (US 17) From Pine Grove Cir to N. of Washington Loop	CST	FDOT
13	4463391	Multiuse Trail	US 41 ( SR 45) at S Fork Alligator Creek	PE	FDOT
14	4463401	Intersection	SR 776 (El Jobean Rd) at Flamingo Blvd	CST	FDOT
15	4496521	Safety	SR 776 from Merchants Crossing to Sarasota County Line	CST	FDOT
16	4511051	Resurfacing	SR 776 From N Pine St to Sarasota County Line	PE	FDOT
17		Intersection	Gasparilla Road and Ingram /Ingraham Blvd	CST	County
18	4513601	Median Modifications	SR 776 at Oceanspray Blvd	CST	FDOT
19	451101-1	Resurfacing	SR 45 (US 41) From S Of Aqui Esta Dr To S Of Carmalita St	CST	FDOT
20		Road widening	Burnt Store Rd add lanes and reconstruct from Lee County Line to Wallaby Lane	PD&E	FDOT
21	434965-2	Road widening	Harbor View Rd from Melbourne St to I-75	ROW	County
22	434965-2	Road widening	Harbor View Rd from Melbourne St to I-75	CST	County
23	446339-1	Multi Use Trail	South Alligator Creek	PE	City
24	452858-1	Intersection	Veteran's Blvd Corridor Improvements from Veteran's to Cochran Blvd	CST	County
25	446391-1	Complete Streets	US 41 ( SR 45 ) from Kings Hwy to Peace River Bridge	PD&E	County
26	452857-1	Intersection	Kings Hwy & Harbor View Rd Intersection Improvements	CST	County
27	453416-1	Intersection	SR 776 at Jacobs St	PE	FDOT
28	453479-1	Intersection	SR 776 at Cornelius Blvd	PE	FDOT
29	413536-1	Maintenance	Punta Gorda Highway Lighting		City
30	432899-2	Maintenance	Charlotte County Asset Maintenance		County
31	451358 1	Intersection	US 41 @ Midway Blvd	CST	FDOT
32	452221 1	Multiuse Trail	Cooper St from Airport Rd to E . Marion Ave	PE	City
33		Side walk	Rampart Boulevard from Rio De Janeiro Avenue to Navigator Road	PE	County
34		Side walk	Atwater St. from Veterans Boulevard to Hillsborough Boulevard.	CST	County

## **Public Involvement**

The Charlotte County–Punta Gorda MPO’s Public Participation Plan (PPP) outlines the procedures for adopting, amending, and prioritizing projects in the Transportation Improvement Program (TIP), including requirements for public review and comment. The TIP and PPP are available on the MPO website at [www.ccpghmpo.gov](http://www.ccpghmpo.gov) under “Documents.”

The MPO uses multiple outreach methods to ensure public access and participation, including distribution of agendas and announcements through an MPO contact database, notices in local media, electronic newsletters, interviews with local reporters, and televised MPO Board meetings on Charlotte County Television (CCTV). Public meeting notices for the TAC, CAC, BPAC, and MPO Board are also advertised in local newspapers.

A public meeting is held at least 30 days prior to TIP adoption to allow adequate time for review. Draft TIP documents and project priorities are posted on the MPO website and distributed to area libraries and newspapers. Meeting agendas include links to the draft TIP for public access.

The MPO provides opportunities for public comment on all TIP projects. Comments received during the public comment period are presented to the MPO Board and included in the official public comment record. Comments received during adoption are included in the TIP Appendix.

## **Previous Conforming Projects**

In non-attainment and maintenance areas, the TIP must include a list of all projects found to conform within the first three years of the previous TIP or reference the location of that list in the accompanying Conformity Determination Report (CDR). The Punta Gorda/Port Charlotte Urbanized Area is designated as an attainment area by the Environmental Protection Agency for all National Ambient Air Quality Standards. As a result, transportation conformity requirements do not apply, and a CDR is not required prior to approval of this TIP.

## **Joint Certification Review**

The Florida Department of Transportation (FDOT) and the Charlotte County–Punta Gorda MPO conduct an annual joint certification review to ensure that the MPO’s transportation planning process complies with all applicable federal and state requirements. This review evaluates the MPO’s performance in key areas such as public involvement, multimodal planning, project prioritization, Title VI and nondiscrimination compliance, financial planning, and coordination with local, regional, and state partners.

On February 10, 2026, FDOT and the Charlotte County–Punta Gorda MPO completed the annual joint certification review. As part of this process, the MPO and FDOT reviewed

planning activities conducted during the previous year, examined documentation supporting the MPO's programs and procedures, and assessed the MPO's adherence to federal and state planning regulations. The certification statement and accompanying checklists were completed to document the findings of the review.

Based on the evaluation, both FDOT and the MPO Chairman recommended that the MPO Area Transportation Planning Process for the Charlotte County-Punta Gorda MPO be certified. This certification confirms that the MPO is carrying out a continuing, cooperative, and comprehensive (3-C) transportation planning process in accordance with federal and state requirements.

# **SECTION-III**

## Background

Transportation Performance Management (TPM) is a strategic framework that links transportation policies and investment decisions to measurable performance outcomes. Performance measures provide quantitative indicators of progress toward established goals, while performance targets define the specific levels of performance to be achieved within a set timeframe.

Federal transportation law requires state Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), and transit providers to use a performance-based planning approach by monitoring performance data and setting data-driven targets. Under 23 CFR 490, these agencies must track performance, establish targets, and evaluate progress to ensure transportation investments support national and regional goals.

[Section 339.175\(10\)\(b\)](#), Florida Statutes, also requires Florida DOT (FDOT) to establish quality performance metrics in collaboration with the MPOs. These metrics mirror the federal performance measure topics. Therefore, only one set of targets will be needed to meet both federal and state requirements.

The document is organized as follows:

Section	Description
<b>Section 1</b>	Background on transportation performance management
<b>Section 2</b>	Highway Safety measures (PM1)
<b>Section 3</b>	Bridge and Pavement Condition measures (PM2)
<b>Section 4</b>	System Performance and Freight Movement measures (PM3)
<b>Section 5</b>	Transit Asset Management (TAM) measures
<b>Section 6</b>	Transit Safety measures

## Statewide Targets

The tables below present the statewide targets for the federal performance measures.

<b>Safety Performance Measures (PM1)</b>	<b>Calendar Year 2026 Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

### NHS Bridge and Pavement Performance Measures (PM2)

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of NHS bridges (by deck area) in good condition	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	≤5.0%	≤5.0%

### System Performance and Freight Measures (PMs)

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles traveled on the Interstate system that are reliable	≥75.0%	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.75	2.00

## Investments in the TIP

The Transportation Improvement Program (TIP) advances the investment priorities established in the 2050 Long Range Transportation Plan (LRTP), including safety, system preservation, system performance, freight movement, and transit asset management and safety.

Safety investments in the TIP include infrastructure improvements such as school zone flashers, roadway lighting, traffic calming, traffic signals, bike lanes, and sidewalks, as well as behavioral programs like Safe Routes to Schools education and pedestrian and bicycle

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safety outreach. Because safety is integrated throughout Charlotte County – Punta Gorda MPO programs and supported by FDOT’s Target Zero, the TIP is expected to help achieve the adopted safety performance targets.

The Charlotte County–Punta Gorda MPO ties its 2050 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) project selection criteria directly to bridge and pavement performance by using a performance-based planning approach aligned with federal PM2 requirements. The LRTP incorporates system-preservation goals and performance measures for pavement and bridge condition, and projects that address these needs score higher during evaluation. When programming the TIP, the MPO must demonstrate how selected projects support FDOT’s statewide pavement and bridge targets, ensuring that investments improve deficient infrastructure and advance measurable progress toward federal performance goals.

The TIP also supports system preservation through bridge and pavement projects on the Interstate and non-Interstate NHS, including bridge replacements, pavement reconstruction, resiliency upgrades such as culvert improvements, and capacity-related resurfacing. The 2026 TIP allocates 10 million for bridge improvements, *\$28 million* for resurfacing, and *\$38 million* for capacity expansion, aligning with FDOT’s Five-Year Work Program and supporting statewide pavement and bridge condition goals.

To improve mobility, reliability, and freight movement, the TIP funds corridor and intersection improvements, CMP-identified projects, managed lanes, transit, and active transportation investments that support mode shift, freight reliability enhancements, TSMO/ITS initiatives, and travel demand management programs such as park-and-ride facilities.

The Charlotte County–Punta Gorda MPO programs projects in the TIP using a performance-based approach that supports the goals and measures established in the 2050 LRTP. TIP priorities reflect how well projects address congestion, improve travel time reliability, enhance freight movement on key corridors, and support mode shift through bicycle, pedestrian, and transit investments. By aligning TIP funding decisions with these performance measures, the MPO ensures that programmed projects advance regional mobility goals and demonstrate progress toward state and federal performance targets.

The Charlotte County–Punta Gorda MPO programs transportation investments in the TIP using a performance-based planning approach that aligns with the goals and measures established in the 2050 LRTP and statewide performance targets. The TIP dedicates \$8.9 million to intersection improvements and \$2.3 million to congestion relief and TSMO strategies, supporting progress toward statewide reliability and system performance goals. An additional \$32 million is invested in freight-related projects, strengthening the efficiency and reliability of key freight corridors and advancing Florida’s freight performance targets. The TIP also allocates \$49 million to Transportation Demand Management (TDM) initiatives that encourage mode shift and reduce single-occupant vehicle travel. No funding is programmed for managed lanes during this TIP cycle. Collectively, these investments demonstrate the MPO’s commitment to data-driven decision-making and ensure that

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programmed projects contribute to improved congestion management, enhanced freight reliability, and a more efficient multimodal transportation system

The TIP devotes resources to projects that will maintain and improve transit's state of good repair. Investments in transit assets in the TIP include \$330,000.00 towards vehicle replacement purchases to improve Transit's fleet, \$40,000.00 for facility improvements including enhancing the communication and dispatch call center and expanding the antenna signal in the Driver Area, \$50,000.00 in security gate improvements, and \$250,000.00 for improvements to the radio communication systems.

Investment decisions for asset replacement in the Charlotte County Transit Asset Management Plan inventory are made with the goal of maintaining or improving the vehicles, equipment, and facilities in an adequate or better condition. Charlotte County Transit will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable.

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## Highway Safety Measures (PM1)

### State Timeline and Reporting

Safety performance measure targets must be adopted annually. In August of each calendar year (CY), FDOT reports targets to FHWA for the following calendar year. On August 31, 2025, FDOT established statewide safety performance targets for CY2026.

<b>Performance Measure</b>	<b>Calendar Year 2026 Statewide Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

### MPO Timeline and Reporting

MPOs must establish safety targets annually within 180 days of FDOT's establishment of statewide targets.

The Charlotte County–Punta Gorda MPO along with FDOT and other traffic safety partners remains concerned about the continued rise in traffic fatalities and serious injuries at both the state and national levels. In response to these trends, the MPO Board members unanimously adopted on December 15, 2025, to support FDOT's statewide safety performance targets for calendar year 2026. By adopting the state's targets, the MPO affirmed its commitment to programming Transportation Improvement Program (TIP) projects that are expected to advance progress toward these statewide goals.

<b>Performance Measure</b>	<b>Calendar Year 2026 MPO Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

## Safety Trends in the MPO Area

The five year rolling average for Charlotte County – Punta MPO indicates tables the five year rolling average (2020-2024) if crash date and vehicle miles are compared to the baseline date 5 years ago from (2016 -2020) . The table 2-3 below indicates the safety targets for the Charlotte County – Punta Gorda MPO. may discuss recent safety performance data in the MPO area. Note that MPOs are not required to discuss performance trends in the TIP, but its inclusion can provide context and supporting information for the narrative

<b>Table 3.3 Charlotte County – Punta Gorda MPO Safety Performance Measure Target</b>				
<b>Performance Measure</b>	<b>2026 Target</b>	<b>2016–2020</b>	<b>2020–2024</b>	<b>Target Achieved</b>
<b>Number of Fatalities</b>	0	26.4	30.8	No
<b>Number of Serious Injuries</b>	0	102.2	174.6	No
<b>Fatality Rate per 100M VMT</b>	0	1.086	1.164	No
<b>Serious Injury Rate per 100M VMT</b>	0	4.200	6.534	No
<b>Total Non-Motorized Fatalities &amp; Serious Injuries</b>	0	19.8	27.4	No

### Safety Performance Measures Trend Analysis

Charlotte County–Punta Gorda MPO actively monitors crash data, including fatalities and serious injuries, to identify safety concerns and evaluate trends across the metropolitan area. This information is essential for assessing the effectiveness of transportation investments programmed in the Transportation Improvement Program (TIP). In addition to local data sources, the MPO also utilizes the FDOT Crash Facts Source Book, which provides detailed statewide crash statistics and safety performance information.

The table below presents the MPO’s Safety Performance Measures using five-year rolling averages from 2011 through 2024. The chart identifies five performance measures by five-year average in Charlotte County - Punta MPO from 2011-2015 to 2020-2024. These rolling averages help smooth out year-to-year fluctuations and provide a clearer picture of long-term safety trends. The accompanying chart further illustrates changes in each of the five federally required safety performance measures over time for the Charlotte County–Punta Gorda MPO planning area.

**Table 4 Charlotte County–Punta Gorda MPO Safety Performance Measures (Five-Year Rolling Averages)**

Performance Measure	2011–2015	2012–2016	2013–2017	2014–2018	2015–2019	2016–2020	2017–2021	2018–2022	2019–2023	2020–2024
<b>Number of Fatalities</b>	21.4	22.4	24.2	25.2	25.8	26.4	26.4	28.6	29.8	30.8
<b>Number of Serious Injuries</b>	134.6	126.6	112.8	109.2	109.4	102.2	111.2	144.2	163.0	174.6
<b>Fatality Rate per 100M VMT</b>	0.969	0.990	1.041	1.057	1.063	1.086	1.079	1.148	1.168	1.164
<b>Serious Injury Rate per 100M VMT</b>	6.128	5.659	4.890	4.600	4.517	4.200	4.537	5.737	6.279	6.534
<b>Total Non-Motorized Fatalities &amp; Serious Injuries</b>	21.4	20.4	20.6	19.8	19.0	19.8	19.2	22.8	25	27.4

**Fatalities and Serious Injuries Five year Rolling Average**

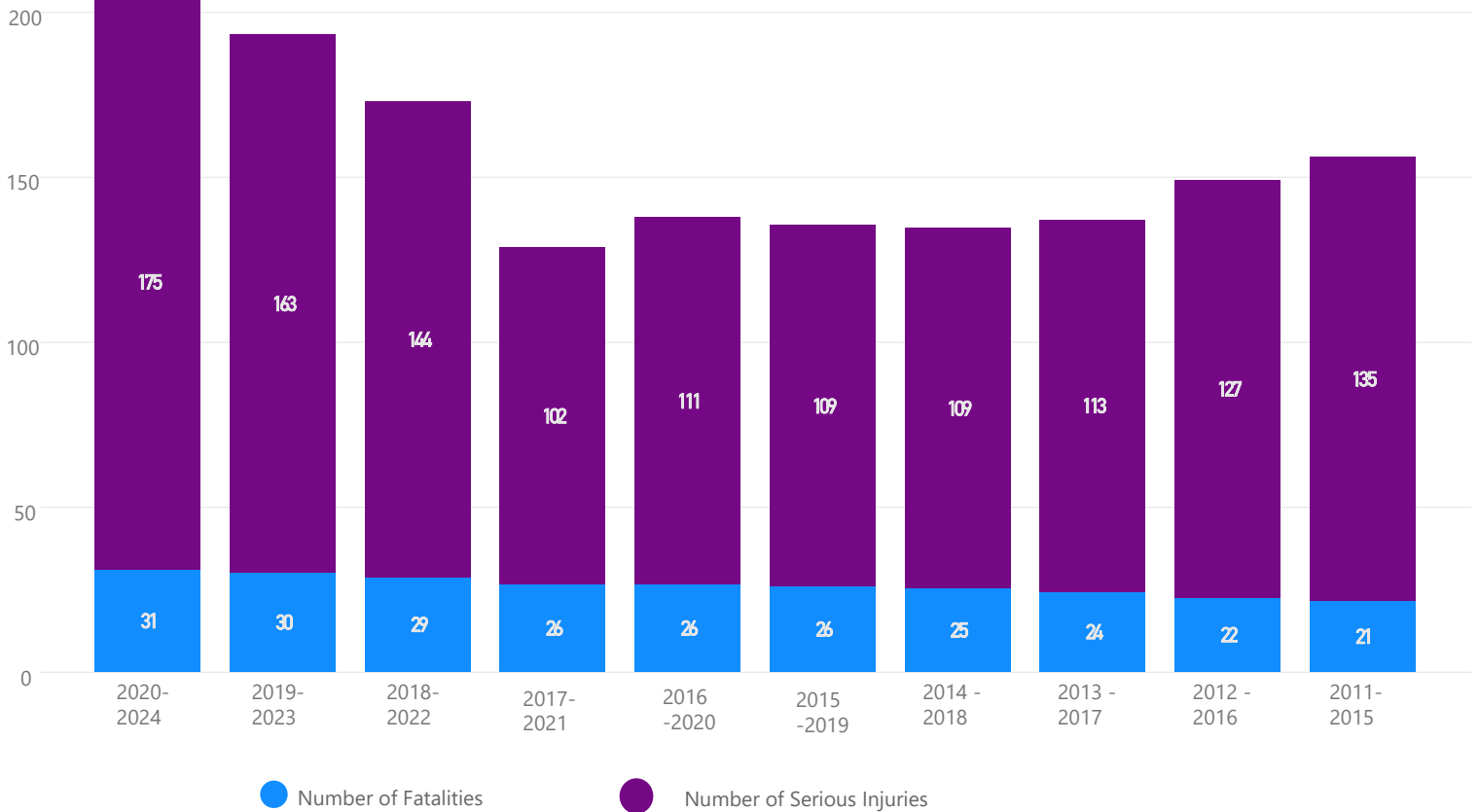


Table and Chart below identifies five performance measures by year In Charlotte County – Punta MPO from 2017 to 2024.

Table 3.5 Charlotte County – Punta Gorda MPO Crash Data by Year								
Performance Measure	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	27	27	22	26	30	38	34	27
Number of Serious Injuries	97	112	95	85	167	262	206	153
Fatality Rate per 100M VMT	1.100	1.104	0.885	1.097	1.211	1.440	1.203	0.899
Serious Injury Rate per 100M VMT	3.953	4.581	3.821	3.587	6.743	9.955	7.290	5.093
Total Non-Motorized Fatalities & Serious Injuries	17	23	13	22	21	35	34	26

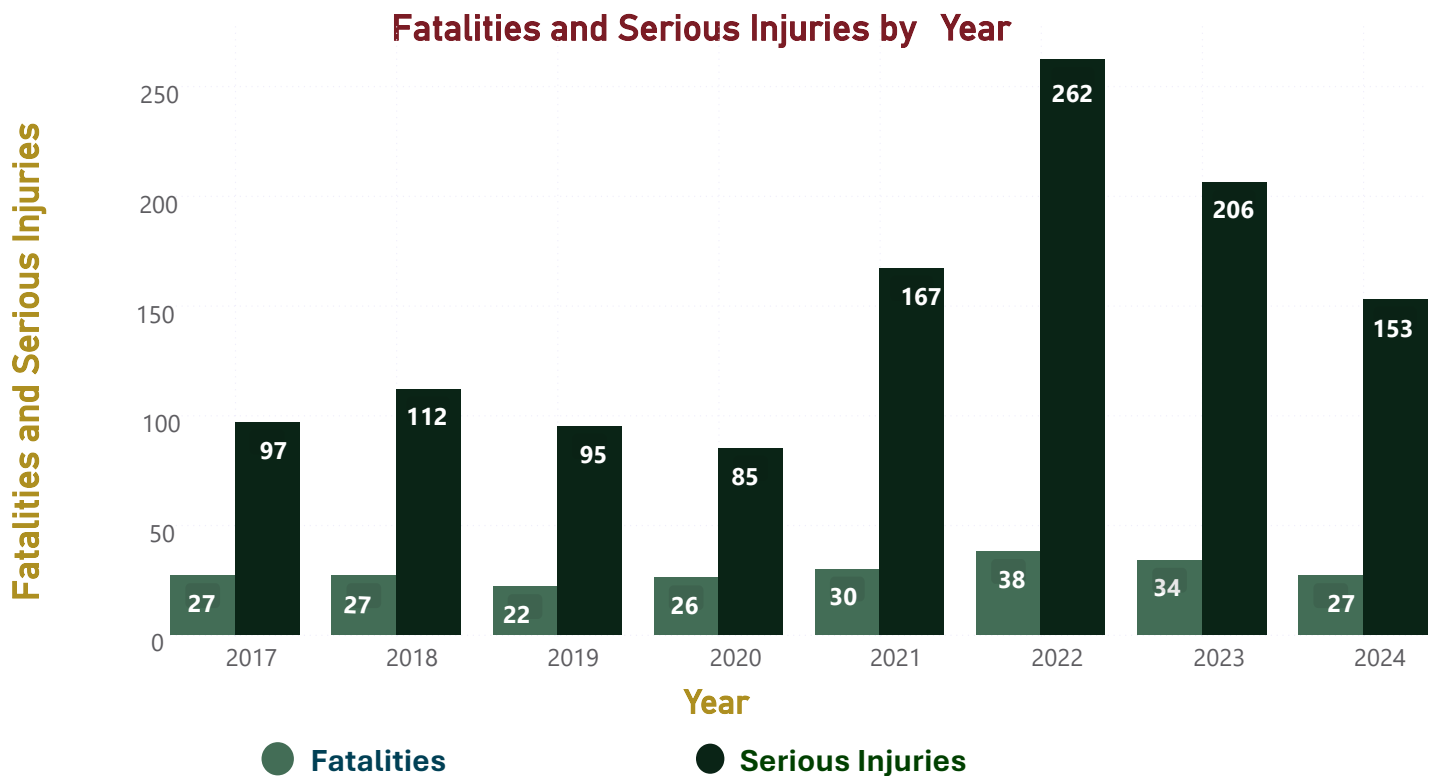
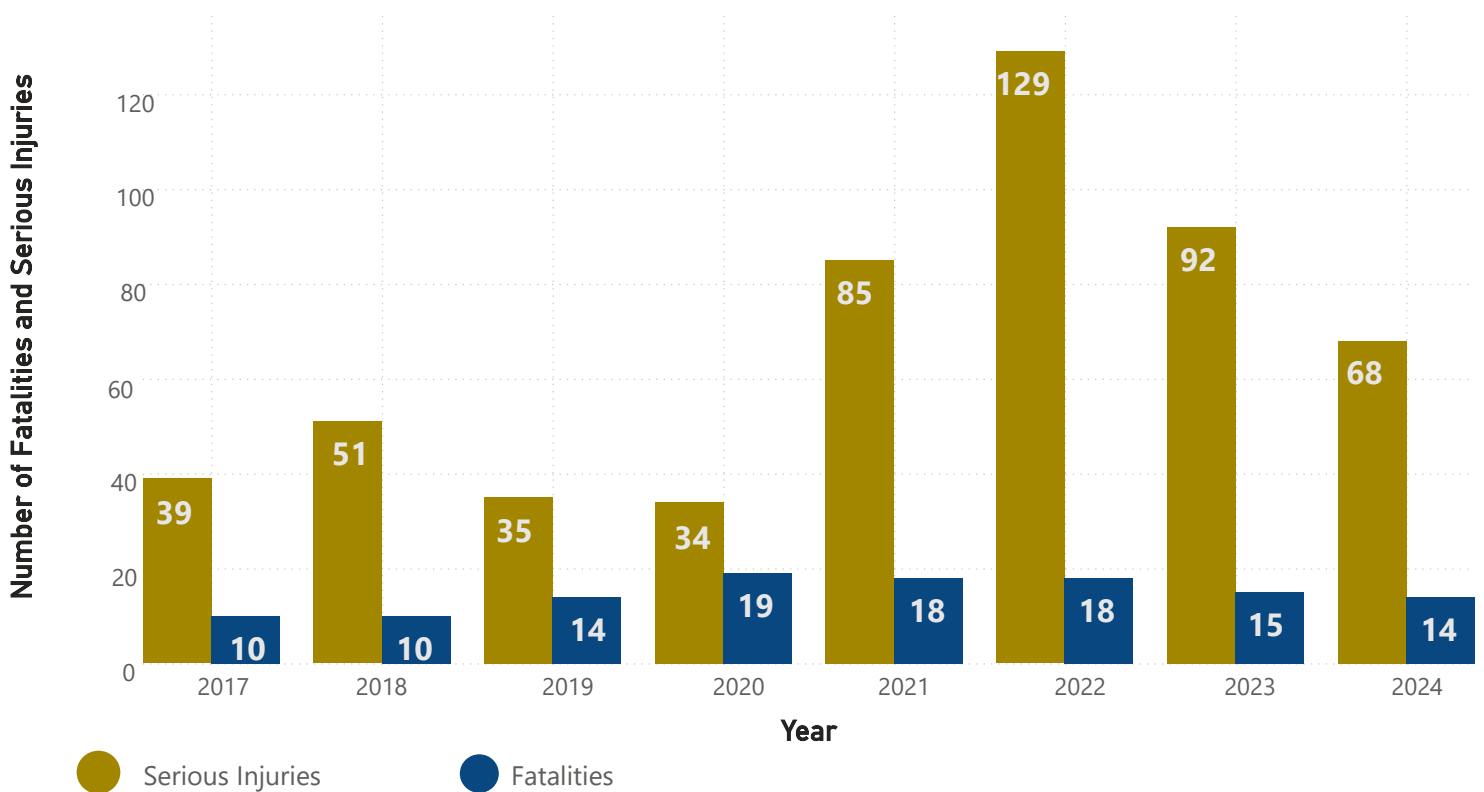


Table and chart below identify the Performance measures on State Highway System and comparative analysis by year from 2017 – 2024

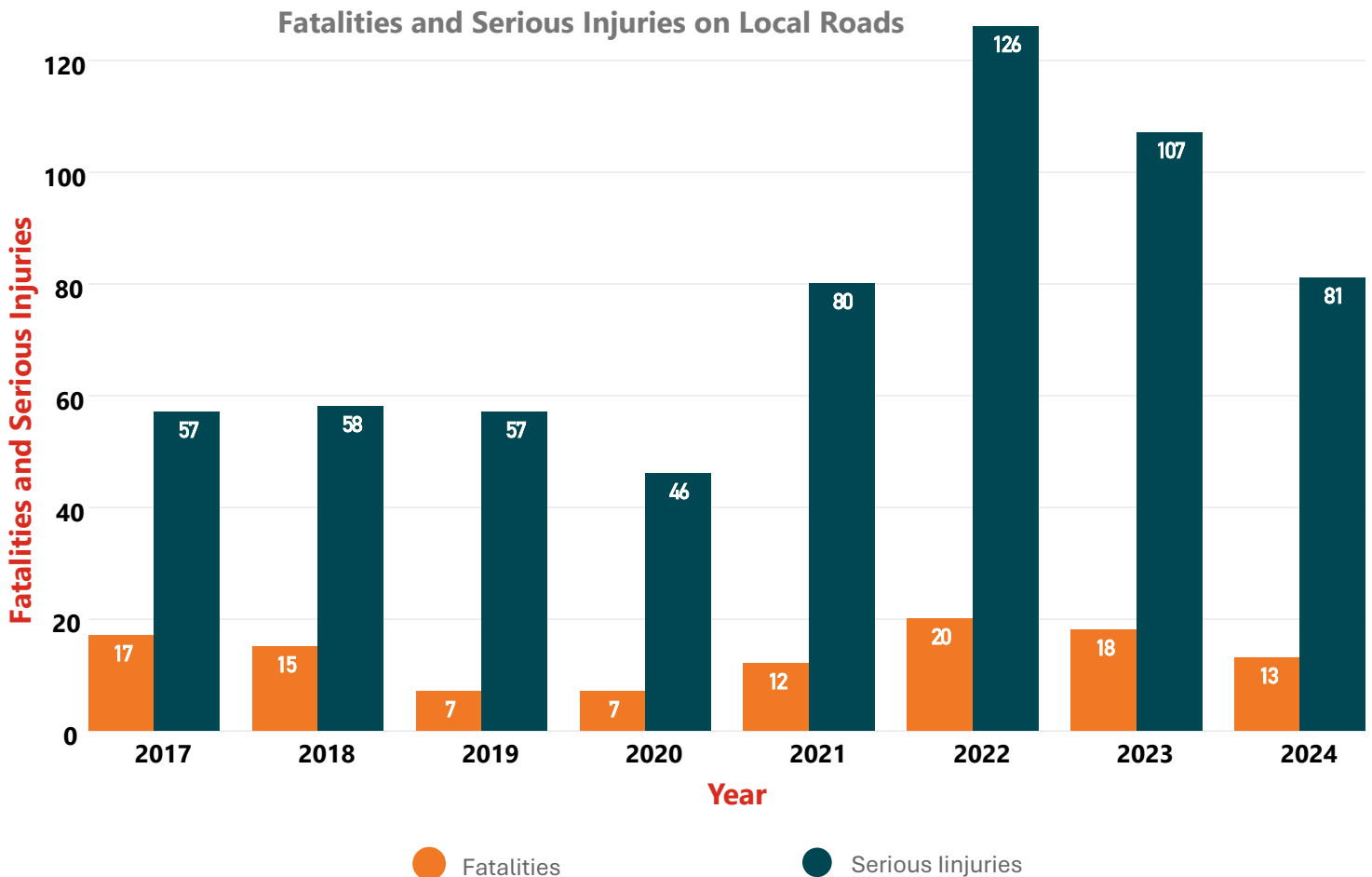
Table 3.6 State Highway System Performance Measures by Year - Charlotte County – Punta Gorda								
Performance Measures	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	10	10	14	19	18	18	15	14
Number of Serious Injuries	39	51	35	34	85	129	92	68
Fatality Rate per 100M VMT	1.016	1.018	1.384	1.94	1.1739	1.596	1.228	1.129
Serious Injury Rate per 100M VMT	3.964	5.193	3.461	3.472	8.212	11.44	7.53	5.486
Total Non-Motorized Fatalities & Serious Injuries	1	7	7	8	7	10	10	11

State Highway System Fatalities and Serious Injuries by Year



**Table 3.7 Local roads Performance Measures by Year - Charlotte County – Punta Gorda MPO**

Performance Measure	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	17	15	7	7	12	20	18	13
Number of Serious Injuries	57	58	57	46	80	126	107	81
Fatality Rate per 100 million VMT	1.156	1.025	0.475	0.503	0.832	1.33	1.122	0.737
Serious Injury Rate per 100 million VMT	3.877	3.965	3.864	3.309	5.55	8.377	6.671	4.59
Total Number of non-motorized Fatalities and non-motorized serious injuries	15	14	4	10	13	23	21	13



FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*“The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system...”*

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. [The Florida Transportation Plan \(FTP\)](#), the state’s long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

### **MPO Safety Targets**

MPOs are required to establish safety performance targets on an annual basis within 180 days of FDOT’s adoption of statewide targets. Each MPO must either agree to support the statewide targets by programming projects that contribute to their achievement or develop independent quantitative targets specific to the MPO planning area.

The Charlotte County–Punta Gorda MPO remains concerned about the continued rise in traffic fatalities and serious injuries at both the state and national levels. In response to these trends, the MPO Board members unanimously adopted on December 15, 2025, to support FDOT’s statewide safety performance targets for calendar year 2026. By adopting the state’s targets, the MPO affirmed its commitment to programming Transportation Improvement Program (TIP) projects that are expected to advance progress toward these statewide goals.

<b>Performance Measure</b>	<b>Calendar Year 2026 MPO Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

## Safety Investments

In December 2024, the MPO Board adopted the Comprehensive Safety Action Plan (CSAP), which provides a data-informed, community-driven framework for addressing traffic-related fatalities and serious injuries. The CSAP identified 14 high-injury corridors, several of which are already programmed in the 2026 Draft Tentative Work Program (DTWP) for near-term safety improvements. Key safety projects currently advancing include:

FPID Number	Project Name	Type of Work
441950-1	SR 31 at CR 74	Roundabout
441524-1	US 41 from Williams St to Peace River Bridge	Safety enhancements for motorists, pedestrians, and bicyclists
444485-1	US 41 @ Rio Villa Dr	Restricted Crossing U-Turn (RCUT) – Design and implementation
<b>438262-1</b>	US 41 from Conway Blvd to Midway Blvd	Sidewalk project
<b>446393-1</b>	SR 776 at Charlotte Sports Park	Intersection improvements
<b>446830-1</b>	US 41 from Kings Hwy to Conway Blvd	Sidewalk project
<b>449652-1</b>	SR 776 from Merchants crossing to Sarasota County Line	Safety Project
<b>451360-1</b>	SR 776 at Oceanspray Blvd	Intersection Improvement
<b>452221-1</b>	Cooper St from Airport Rd to E Marion Ave	Bike Path Trail
<b>453416-1</b>	Jones Loop Road and Piper Rd	Intersection Improvement

The MPO also partners with local agencies through the Community Traffic Safety Team (CTST) to identify emerging safety needs and support low-cost, high-impact improvements such as bicycle lane lighting, upgraded traffic control devices, and turn-lane additions. These efforts complement larger capital projects and help address systemic safety issues throughout the region.

The TIP documents the MPO’s progress toward statewide safety performance targets for fatalities, serious injuries, fatality rates, serious injury rates, and non-motorized crashes. Because safety is embedded across FDOT and MPO programs—and because FDOT has

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adopted a statewide Vision Zero commitment—the projects programmed in this TIP are expected to contribute meaningfully to progress toward achieving these targets.

Through alignment with the SHSP, HSIP, LRTP, CSAP, and local safety initiatives, the TIP provides a coordinated, data-driven, and performance-based investment strategy that advances the MPO’s commitment to improving safety for all users of the transportation system.

# Pavement & Bridge Condition Measures (PM2)

## State Timeline and Reporting

State DOTs must establish two-year and four-year targets for bridge and pavement condition measures. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide bridge and pavement targets, and in September 2024, adjusted the 2025 target for the percentage of NHS bridges (by deck area) in poor condition.

Table 3.9 presents 2023’s actual performance and the statewide 2023 and 2025 targets.

Table 3.9 Statewide Bridge and Pavement Condition Performance Targets			
Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2026 Statewide Target
Percent of NHS bridges (by deck area) in good condition	55.3%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	67.6%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	50.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.5%	≤5.0%	≤5.0%

Source: 2023 Statewide Conditions [fdotsourcebook.com](https://fdotsourcebook.com).

## MPO Timeline and Reporting

MPOs are required to set four-year targets for the six bridge and pavement condition performance measures within 180 days of FDOT establishing statewide targets. MPOs may either agree to support and program projects toward achieving the statewide targets or establish their own quantifiable targets for one or more measures within their planning area.

On December 18, 2023, the Charlotte County–Punta Gorda MPO Board voted to support FDOT’s statewide bridge and pavement condition targets for the 2023 and 2025 performance periods. Subsequently, on March 31, 2025, the MPO Board also supported FDOT’s adjusted 2025 pavement targets thereby agreeing to plan and program projects in the TIP that, once implemented, are expected to contribute to the achievement of the statewide targets.

<b>Performance Measure</b>	<b>2026 MPO Target</b>
Percent of NHS bridges (by deck area) in good condition	<b>50.0%</b>
Percent of NHS bridges (by deck area) in poor condition	<b>5.0%</b>
Percent of Interstate pavements in good condition	<b>60.0%</b>
Percent of Interstate pavements in poor condition	<b>5.0%</b>
Percent of non-Interstate pavements in good condition	<b>40.0%</b>
Percent of non-Interstate pavements in poor condition	<b>5.0%</b>

### **Bridge & Pavement Investments in the TIP**

The TIP reflects the investment priorities established in the 2050 LRTP and dedicates substantial resources to system preservation, pavement rehabilitation, bridge maintenance, and operational improvements. These investments directly support PM2 and PM3 performance measures.

- Key TIP Projects Supporting Pavement and Bridge Condition (PM2)
- I-75 Punta Gorda Weigh Station – Resurfacing
- SR 35 (US 17) from US 41 to Bermont Road (CR 74)
- SR 45 (US 41) from south of Morningside Drive to north of St. Pierre Road
- Tamiami Trail (US 41/SR 45) from Williams Street to North Peace River Bridge

The MPO also continues to coordinate with FDOT on major bridge assets, including:

- SR 776 Eastbound Myakka River Bridge (1959) – A critical regional connection and the only crossing of the Myakka River in Charlotte County. FDOT’s review indicates replacement is not imminent, but the MPO will continue to monitor its condition and coordinate on future needs.
- US 41 Southbound Bridge – The MPO is evaluating long-term concepts for an additional crossing between I-75 and US 41 to improve regional mobility and provide a potential bypass for downtown Punta Gorda.

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### TIP Investment Levels Supporting PM2

- \$10 million – Bridge improvements
- \$28 million – Resurfacing and pavement rehabilitation
- \$44 million – New pavement and bridge capacity

These investments demonstrate the MPO's commitment to maintaining a state of good repair and supporting statewide PM2 targets.

### TIP Investments Supporting System Performance (PM3)

The MPO supports FDOT's statewide PM3 targets for:

- Interstate Travel Time Reliability
- Non-Interstate NHS Travel Time Reliability
- Truck Travel Time Reliability Index (TTTRI)
- Congestion and emissions measures (as applicable)

TIP projects supporting PM3 include:

- Intersection and corridor operational improvements
- Access management strategies
- Signal timing and ITS enhancements
- Multimodal improvements that reduce bottlenecks and improve network reliability
- Safety and congestion mitigation projects identified through the Congestion Management Process (CMP)

These investments enhance travel time reliability for both general traffic and freight movement along key regional corridors.

# System Performance, Freight and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

## State Timeline and Reporting

State DOTs must establish two-year and four-year targets for system performance and freight. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide targets, and in September 2024, adjusted the 2025 targets for the percentage of person-miles traveled on the Interstate and on the non-Interstate NHS that are reliable. **Error! Reference source not found.** presents 2023 actual performance and the 2023 and 2025 statewide targets.

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	82.8%	≥75.0%	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.1%	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.48	1.75	2.00

## MPO Timeline and Reporting

The Charlotte County–Punta Gorda MPO agreed to support FDOT’s statewide system performance and freight (PM3) targets on December 18, 2023. By adopting these statewide targets, the MPO commits to planning and programming projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide system performance goals.

The Charlotte County–Punta Gorda MPO agreed to support FDOT’s statewide system performance and freight (PM3) targets on December 18, 2023. By adopting these statewide targets, the MPO commits to planning and programming projects in the TIP that, once

implemented, are anticipated to make progress toward achieving the statewide system performance goals.

The MPO’s System Performance Report evaluates the condition and performance of the transportation system for each applicable PM3 measure and documents the MPO’s progress toward meeting the adopted targets. Because the federal performance measures are relatively new, system performance data has only recently begun to be collected, and statewide and MPO targets have only recently been established. As a result, the first Charlotte County–Punta Gorda MPO LRTP System Performance Report focuses on the baseline performance year of 2017.

FDOT will continue to monitor and report statewide performance on a biennial basis. Future System Performance Reports prepared by the MPO will document progress toward meeting the PM3 targets and will compare updated performance data to the initial 2017 baseline to assess trends and identify areas where additional investment or operational strategies may be needed.

<b>Performance Measure</b>	<b>2025 MPO Target</b>
Percent of person-miles traveled on the Interstate that are reliable	75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	60.0%
Truck travel time reliability index (Interstate)	2.00

The Charlotte County–Punta Gorda MPO’s Transportation Improvement Program (TIP) reflects the investment priorities established in the 2050 Long Range Transportation Plan (LRTP). System performance and freight mobility are key components of the LRTP, and the TIP programs projects that directly support statewide PM3 system performance and freight reliability targets.

A major investment supporting both system performance and freight movement is the roundabout at SR 31 and CR 74, a location with a history of severe crashes involving freight and general-purpose vehicles. This improvement enhances safety, reduces delay, and improves freight mobility along a key regional corridor.

The MPO continually evaluates freight system needs through its project prioritization process. TIP projects are selected to improve travel time reliability, reduce bottlenecks, and enhance the efficiency of goods movement throughout the region.

The TIP is developed in cooperation with FDOT and is fully consistent with FDOT’s Five-Year Work Program. As required by federal planning regulations, FDOT selects

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National Highway System (NHS) projects in coordination with the MPO from the approved TIP. This ensures that regional investments support statewide performance goals and targets.

Given the significant resources devoted in the TIP to programs that address system performance and freight mobility, the MPO anticipates that implementation of the TIP will contribute to progress toward achieving statewide PM3 reliability targets.

The TIP includes substantial investments that improve system performance and freight reliability on both Interstate and non-Interstate NHS facilities. These investments include Advanced Traffic Management System (ATMS) enhancements, operational improvements, and targeted freight-supportive projects. FDOT is currently funding a \$0.5 million ATMS Study, scheduled for completion in Spring 2025, which identifies improvements to enhance system reliability, safety, and network efficiency. Key TIP Projects Supporting System Performance and Freight (PM3)

- US 17 (SIS) Resurfacing from US 41 to Bermont Road (CR 74) Supports freight movement on a Strategic Intermodal System (SIS) corridor and improves pavement condition and reliability.
- I-75 at Jones Loop Road – Truck Parking Facility Enhances freight reliability, reduces illegal truck parking, and improves safety and operations along the Interstate corridor.

These projects, along with other operational and ITS improvements, demonstrate the MPO's commitment to supporting statewide system performance and freight mobility goals.

Because the TIP dedicates significant resources to system performance and freight-related improvements, the MPO expects that the implementation of these projects will contribute meaningfully to progress toward achieving FDOT's statewide PM3 reliability performance targets.

## **Integration of PM2 and PM3 Into the TIP**

By supporting FDOT's statewide PM2 and PM3 targets, the MPO ensures that the TIP reflects a coordinated, data-driven investment strategy. Projects programmed in the TIP—including resurfacing, bridge maintenance, operational improvements, and multimodal enhancements—are selected based on their ability to improve pavement and bridge conditions, enhance system performance, and support statewide and regional performance objectives.

The MPO will continue to monitor progress toward PM2 and PM3 targets using FDOT's annual performance reports and will document performance outcomes in future TIP updates. This approach ensures that transportation investments remain aligned with federal performance-based planning requirements and contribute to a safe, reliable, and well-maintained transportation system for Charlotte County.

## Transit Asset Management Measures

### Transit Asset Performance Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair" requires that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 1.1 identifies the TAM performance measures.

**Table 3.13 FTA TAM Performance Measures**

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, the useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset or the acceptable period of use in service for a particular transit provider's operating environment. ULB considers a provider's unique operating environment, such as geography, service frequency, etc.

Public transportation providers must establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate to select performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in

all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider can establish its own targets or participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

Tier I	Tier II
Operates rail service	Subrecipient of FTA 5311 funds
<b>OR</b>	<b>OR</b>
≥ 101 vehicles across all fixed route modes	American Indian Tribe
<b>OR</b>	<b>OR</b>
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	<b>OR</b>
	≤ 100 vehicles in one non-fixed route mode

### FDOT Group TAM Plan Participants

A total of 19 public transportation providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 1.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. An *MPO has the option of including the full table below for context or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2023 targets.*

**Table 3.14 Florida Group TAM Plan Participants**

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit

	Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	<i>No participating providers</i>
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	<i>No participating providers</i>

**This document below from Page 51-77 provided by Charlotte County Staff serves as the Charlotte County Transit Asset Management (TAM) Plan for the FY 2026–2030 timeframe.**

## Section 1. Introduction

This document serves as the Charlotte County Transit Transit Asset Management (TAM) Plan for the FY 2026–2030 timeframe.

### *Transit Asset Management Rule*

On July 26, 2016, the Federal Transit Administration (FTA) published the Transit Asset Management Final Rule to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM Final Rule establishes minimum federal requirements for transit asset management applicable to all recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. Charlotte County Transit, the public transit agency in Charlotte County, is a recipient of Chapter 53 funds and owns, operates, and manages capital assets; therefore, Charlotte County Transit must prepare a TAM Plan to be in compliance with FTA's TAM Final Rule. The FTA requires that transit agencies complete an update of the TAM Plan every four years as a means to review the previous process and apply lessons learned. Additionally, it is an opportunity for agencies to incorporate any changes or updates that have occurred in the past four years.

Charlotte County Transit is committed to operating a public transportation system that offers safe, reliable, accessible, and professional service and facilities. Transit asset management is an administrative process that combines the components of investment (available funding), rehabilitation, and replacement

actions and performance measures with the outcome of operating assets within the defined SGR parameters.

This TAM Plan provides details on how Charlotte County Transit will assess, monitor, and report the physical condition of assets used in the operation of the public transportation system and will formalize Charlotte County Transit's approach to maintain its assets in an SGR.

### *Agency Overview*

The Charlotte County Board of County Commissioners (BCC) via Charlotte County Transit, provides curb-to-curb public transportation service in Charlotte County, Florida. The Transit Division is within the Charlotte County Budget & Administrative Services.

## TAM Plan Requirements

Charlotte County Transit meets the requirements for an FTA-defined Tier II agency. This TAM Plan addresses each of the four required elements laid out in the TAM Final Rule for a Tier II transit provider. As a Tier II provider this TAM Plan must, at a minimum, include:

- An **asset inventory** of the number and type of capital assets that Charlotte County Transit owns.
- A **condition assessment** of the inventoried assets for which Charlotte County Transit has direct ownership or capital responsibility.
- A description of the **analytical processes and decision-support tools** that Charlotte County Transit uses to estimate capital investment needs over time and develop its investment prioritization.
- Charlotte County Transit's **prioritized list of investments**.

Table 1-1 provides a checklist that shows how Charlotte County Transit complies with the required TAM Plan elements and where in the document each is found.

## TAM Plan Horizon

Charlotte County Transit will complete its TAM Plan update by November 1, 2025, which includes a review of the previous TAM Plan adopted in 2024. This update will outline Charlotte County Transit's TAM Plan for a planning period of four years; this TAM Plan covers the four-year planning period from FY2026 - 2030.

## Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding must designate an "Accountable Executive" to implement the TAM Plan. Charlotte County Transit's Accountable Executive is Heidi Maddox, Transit Operations Manager.

The Accountable Executive is responsible for ensuring the development and implementation of the TAM Plan in accordance with 49 CFR §625.25 (Transit Asset Management Plan Requirements). Additionally, the Accountable Executive is responsible for ensuring that the reporting requirements, in accordance with both 49 CFR §625.53 (Recordkeeping for Transit Asset Management) and §625.55 (Annual Reporting for Transit Asset Management) are completed. Furthermore, the Accountable Executive will approve the annual asset performance targets and TAM Plan document. These required approvals will be self-certified by the Accountable Executive via the annual FTA Certifications and Assurances forms in FTA's Transit Award Management System (TrAMS).

**Table 1-1: FTA TAM Compliance Checklist**

Required Elements	Status/ TAM Section
1. Do I have a TAM Plan that covers a four-year period?	✓ This TAM Plan includes FY 2026–FY 2030 horizon
2. Was the TAM plan updated within the last four years?	✓ Previous TAM Plan completed in 2024
3. Do I have a TAM Plan that includes all required elements:	
a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties?	✓ Section 2
b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility?	✓ Section 3
c. An investment prioritization that:	
• Ranks projects to improve or manage the state of good repair over the horizon period	
• Includes all capital assets for which I have direct capital responsibility,	
• Is at the asset class level?	✓ Section 5
d. Did I document the analytical processes and decision-support tools used in developing my TAM Plan?	
4. Do I have documentation that I calculated performance for:	
<i>Equipment</i> (non-revenue service vehicles, support-service and maintenance vehicles equipment) – the percentage of those vehicles that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	
<i>Rolling Stock</i> – the percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	
<i>Infrastructure</i> (rail fixed-guideway, track, signals, and systems) – the percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility.	✓ Section 4 (Infrastructure asset category not applicable for Charlotte County Transit)
<i>Facilities</i> – the percentage of facilities within an asset group rated below condition 3 on the TERM scale for all assets for which I have direct capital responsibility. Condition assessments have been conducted within the last four years.	
5. Do I have documentation that I set performance targets annually to project the following fiscal year for:	
• Equipment	✓ Section 4
• Rolling Stock	
• Facilities	
6. Did my Accountable Executive approve the performance targets?	✓ Performance targets reviewed and approved by the Accountable Executive
7. Did I make my TAM plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/or MPO that provides my funding?	✓ TAM Plan delivered to FDOT and MPO upon completion

Source: Federal Transit Administration, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/Compliance-Checklist-2021.pdf>

## Section 2. Asset Inventory

This section presents Charlotte County Transit's existing asset inventory used to provide public transportation services within its service area.

### Service Area

Charlotte County is located on the west coast of Florida and is bordered on the north by Sarasota County and DeSoto County; on the west by the Gulf of America; on the east by Glades County; and to the south by Lee County. The total land area of the county is 681.1 square miles, with approximately 266 square miles dedicated to conservation. Charlotte County's only incorporated area and county seat is the City of Punta Gorda. Four major roadways intersect Charlotte County: I-75, US-41, US-17, and SR-776.

Since 2001, Charlotte County Transit has provided demand-response service in Charlotte County. Charlotte County Transit's mission is to provide safe, high quality, convenient, efficient, and affordable transportation to the public in Charlotte County. The curb-to-curb service picks up passengers at an origin point and connects them to their destination in a shared vehicle.

### Service Hours

Currently, passengers can use the service Monday through Saturday to reach destinations in most of Charlotte County, including Englewood, Port Charlotte, and Punta Gorda. Monday through Friday, Charlotte County Transit operates from 6:30 AM to 6:00 PM. Saturday service is limited to a specified zone and

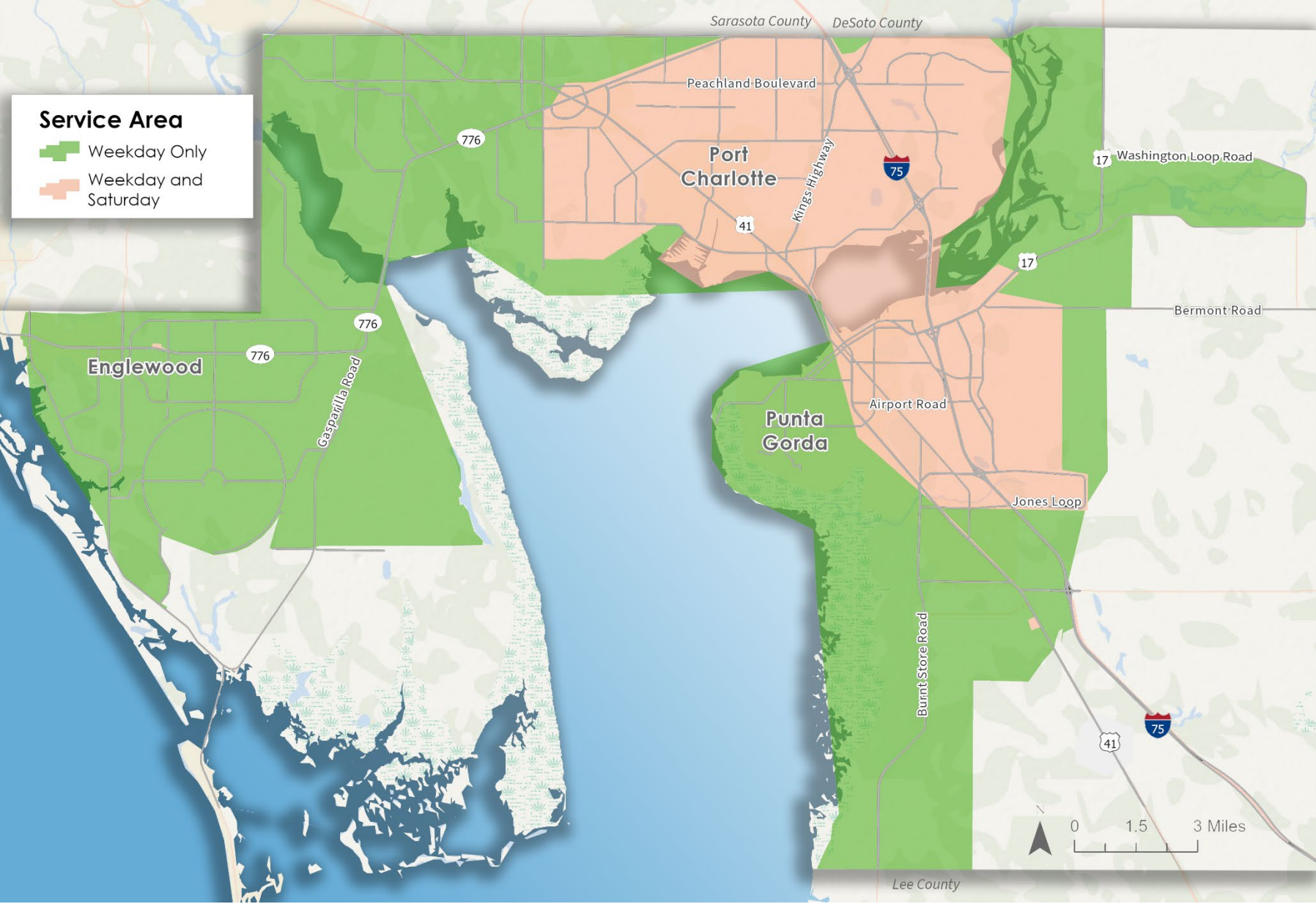
operates from 9:00 AM to 6:00 PM. Currently, no service is provided on Sundays or County and nationally recognized holidays.

### Charlotte County Transit Asset Categories

49 CFR Parts 625, §625.25 defines four asset categories to be considered in the TAM Plan:

- (a) Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- (b) Rolling stock: The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.
- (c) Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.
- (d) Facilities: The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.

Map 2-1: Charlotte County Transit | Service Area



Capital assets that Charlotte County Transit owns, operates, and has a direct capital responsibility for and included in the TAM Plan inventory comprise the following asset categories:

- Rolling Stock
- Equipment
- Facilities

Charlotte County Transit does not own any rail-exclusive infrastructure assets; therefore, this category is not included in the TAM Plan. Data on Charlotte County Transit's rolling stock and equipment assets are itemized in Charlotte County Transit's vehicle inventory.

### Asset Base

To further define Charlotte County Transit's inventory and calculate the current value of its asset base, the assets included in the rolling stock, equipment, and facilities asset categories are further broken down by asset class. Table 2-1 shows the asset classes used throughout the TAM Plan for all three asset categories, the number of assets under each asset class, and the associated 2025 value and distribution. Facilities make up 60% of Charlotte County Transit's existing inventory value, and Charlotte County Transit's rolling stock makes up approximately 40%, a large portion of which are cutaway and minibus vehicles. Equipment makes up less than one percent of the entire inventory value.

**Table 2-1: 2025 Asset Base**

Asset Category	Asset Class	Number of Assets	Total Value 2025	Distribution of Value
Rolling Stock	Minibus	20	\$1,490,206.22	20.9%
	Cutaway	13	\$1,270,979.00	17.9%
	Van	1	\$53,293.00	0.7%
Equipment	Non-Revenue Vehicles	1	\$25,980.51	0.4%
Facilities	Administrative Building	1	\$3,500,000.00	49.2%
	Bus Wash Facility	1	\$756,822.00	10.6%
	Parking Lot	1	\$18,878.00	0.3%
TOTAL		<b>38</b>	<b>\$7,116,158.73</b>	

## Existing Asset Inventory

This section discusses the rolling stock, equipment, and facility capital assets that Charlotte County Transit owns and operates for which it has direct capital responsibility and that are included in the TAM Plan asset inventory.

### Rolling Stock

The rolling stock asset category includes revenue service vehicles operated and owned by Charlotte County Transit with the primary purpose of transporting passengers. Charlotte County Transit does not use or operate any third-party rolling stock assets. In addition to the TAM Plan, data for rolling stock assets is maintained in an Excel-based inventory and updated on an as-needed basis. A review of Charlotte County Transit's rolling stock asset inventory was completed and determined to be complete. The following required data fields are maintained for each rolling stock asset:

- Make
- Model
- Class
- Length
- Charlotte County Transit ID #
- Acquisition Date
- Mileage
- Acquisition Cost

Charlotte County Transit's rolling stock inventory consists of 20 minibuses, 13 cutaway, and 1 van vehicles. Charlotte County Transit's rolling stock asset inventory is summarized in Tables 2-2 through 2-4 for on-demand service.



Source: Benesch

**Table 2-2: On-Demand Rolling Stock Assets | Minibus**

<b>Make</b>	<b>Model</b>	<b>Class</b>	<b>Length (in feet)</b>	<b>ID #</b>	<b>Acquisition Date</b>	<b>Mileage</b>	<b>Acquisition Cost</b>
<b>Ford</b>	Minibus	Minibus	20	36242	4/9/2018	143,358	\$65,225.00
<b>Ford</b>	Minibus	Minibus	20	36243	4/9/2018	152,947	\$65,225.00
<b>Ford</b>	Minibus	Minibus	20	36249	4/30/2018	143,707	\$65,289.57
<b>Ford</b>	Minibus	Minibus	20	36250	4/20/2018	158,215	\$65,288.96
<b>Ford</b>	Minibus	Minibus	20	36328	4/30/2018	157,376	\$62,255.00
<b>Ford</b>	Minibus	Minibus	20	36332	5/22/2018	138,037	\$65,229.21
<b>Ford</b>	Minibus	Minibus	20	36347	6/29/2018	137,408	\$65,807.59
<b>Ford</b>	Minibus	Minibus	20	36348	6/29/2018	136,092	\$65,825.89
<b>Ford</b>	Minibus	Minibus	22	36506	11/15/2018	159,872	\$75,045.00
<b>Ford</b>	Minibus	Minibus	22	36806	3/7/2019	147,937	\$75,045.00
<b>Ford</b>	Minibus	Minibus	22	37342	12/4/2019	138,920	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37343	12/4/2019	150,648	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37345	12/4/2019	145,903	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37437	12/20/2019	129,405	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37440	12/11/2019	149,097	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37442	12/11/2019	145,473	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37443	2/10/2020	Unknown*	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37447	12/20/2019	130,846	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37450	12/11/2019	128,043	\$79,651.00
<b>Ford</b>	Odyssey	Minibus	23	37985	11/13/2020	116,612	\$103,111.00

\*This vehicle was totaled.

**Table 2-3: On-Demand Rolling Stock Assets | Cutaway**

Make	Model	Class	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
<b>Turtle Top</b>	Odyssey	Cutaway	23	37438	11/18/2019	103,967	\$100,259.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37475	11/13/2020	92,116	\$100,259.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37481	12/11/2019	147,360	\$100,259.00
<b>Ford</b>	Minibus	Cutaway	18	38002	10/28/2020	10,118	\$53,293.00
<b>Ford</b>	Minibus	Cutaway	18	38003	10/28/2020	5,223	\$53,293.00
<b>Ford</b>	Minibus	Cutaway	18	38004	10/28/2020	16,326	\$53,293.00
<b>Ford</b>	Minibus	Cutaway	18	38005	10/28/2020	15,675	\$122,274.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37986	11/13/2020	102,468	\$103,111.00
<b>Ford</b>	Odyssey	Cutaway	23	37998	11/13/2020	82,350	\$103,111.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37999	11/13/2020	93,296	\$103,111.00
<b>Turtle Top</b>	Terra Transit	Cutaway	28	38023	3/3/2021	62,031	\$122,274.00
<b>Ford</b>	Cutaway	Cutaway	23	38741	7/9/2025	N/A	\$128,221.00
<b>Ford</b>	Cutaway	Cutaway	23	38742	7/9/2025	N/A	\$128,221.00

**Table 2-4: On-Demand Rolling Stock Assets | Van**

Make	Model	Class	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
<b>Ford</b>	Minibus	Van	18	37987	10/28/2020	14,556	\$53,293.00

## Equipment

Equipment evaluated per FTA requirements in this TAM Plan includes all non-revenue service vehicles regardless of value and any relevant vehicle or other equipment with an acquisition cost of \$50,000 or more. This includes equipment that supports providing public transportation services or that is used primarily to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Charlotte County Transit does not use or operate any third-party equipment assets, as it owns and operates all non-revenue service vehicles.

## Non-Revenue Vehicles

Charlotte County Transit owns and operates one non-revenue service vehicle for use in its daily operations. The make and model of each vehicle are summarized in Table 2-5.

**Table 2-5: Non-Revenue Vehicle Equipment Assets**

Make	Model	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
Ford	Taurus	17'	35652	09/20/2016	25,853	\$25,980.51

## Facilities

Facilities are any structure used in providing public transportation that Charlotte County Transit owns and for which it has a direct capital responsibility. Charlotte County Transit's inventory for the facilities asset category includes one administrative facility.

### *Administrative Facility*

Charlotte County Transit owns and operates one administrative facility, the Charlotte County Transit Admin Building. Construction was complete in 2022 and is three years old (Table 2-6).

### *Other Facilities*

Charlotte County Transit owns and operates two other facilities (Table 2-7):

- Punta Gorda Parking Lot – acquired in 2011
- Bus Wash Facility – acquired in 2018

**Table 2-6: Facility Assets | Administrative Facility**

Facility Name	Replacement Value	Acquisition Year	Age (Years)
<b>Charlotte County Transit Admin Building</b>	\$3,500,000	2022	3

**Table 2-7: Facility Assets | Other Facilities**

Facility Name	Replacement Value	Acquisition Year	Age (Years)
<b>Punta Gorda Parking Lot</b>	\$18,878	2011	14
<b>Bus Wash Facility</b>	\$756,822	2018	7

## Section 3. Asset Condition Assessment

Charlotte County Transit has established a procedure for measuring and evaluating the SGR of its asset base. FTA defines SGR as "... the condition in which a capital asset is able to operate at a full level of performance." This section describes the methodology used for measuring asset SGR and reports the current condition of Charlotte County Transit's rolling stock and equipment assets.

### Assessment Methodologies

The most common approaches to asset condition assessments are:

1. *Age-based* – Assets older than their Useful Life Benchmark (ULB) are considered to be not in SGR and in poor condition.
2. *Usage-based* – Analogous to age-based condition measurements, the condition determining factor is asset usage (e.g., measured in miles run)
3. *Condition-based* – Asset condition ratings are developed by assessing the condition of the assets, usually through physical assessments during routine inspection or maintenance work or a separate condition assessment effort.

For the purposes of the TAM Plan, Charlotte County Transit assets were assessed using the age-based approach. The condition assessment results are further discussed later in this section.

### Useful Life Benchmarks

FTA defines ULBs as "... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA." When developing ULBs, Charlotte County Transit Division considers the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines for preventative maintenance (PM), and the default asset ULB derived from FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a "state of good repair." Charlotte County Transit's assets and rolling stock typically are purchased with federal funding (sometimes passed through the Florida Department of Transportation (FDOT) in the case of Section 5310 funding for demand-responsive vehicles.) The useful life standards applied by Charlotte County Transit are consistent with FTA vehicle replacement and facilities lifecycle standards found in FTA Circular 5010.1E, Section IV-25 (2018). Charlotte County Transit's asset ULBs were determined using FTA ULB guidance. Table 3-1 summarizes the ULB and condition assessment method used for the asset classes evaluated in the TAM Plan.

**Table 3-1: TAM Plan Asset Useful Life Benchmarks**

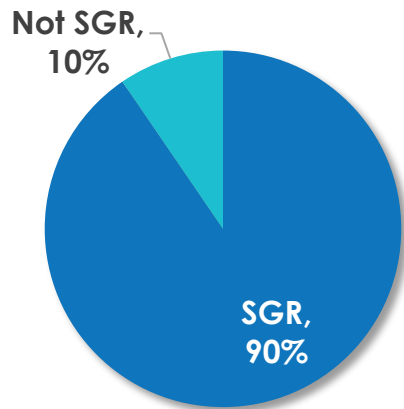
Asset Class	ULB (Years)		ULB (Mileage)
Cutaways/Minibus	7	or	at least 200,000 miles
Van	4		at least 100,000 miles
Non-Revenue Vehicles	4		at least 100,000 miles

## Condition Assessment

Charlotte County Transit's TAM asset base inventory, described in Section 2, was assessed for its condition based on the usage of the assets for rolling stock and equipment. Figure 3-1 shows that 90% of Charlotte County Transit's assets, in terms of total asset base dollar value, are currently in SGR.

The majority, 90%, of the asset base is in a state of good repair due to the purchase of new vehicles and all facilities are in states of good repair. The SGR analysis is broken down by asset category below.

**Figure 3-1: State of Good Repair Status by Asset Value | 2025**



Source: Benesch

## Rolling Stock

The condition assessment methodology for rolling stock is based on ULB, age of the asset. The percentages of rolling stock not in SGR by asset value are shown in Table 3-2. Looking at total asset value, approximately 23% of the overall rolling stock assets are currently not in SGR.

## Equipment

The condition assessment methodology for equipment is based on ULB and age of the asset. The percentage of equipment assets not in SGR by asset value is shown in Table 3-3. In terms of value, all non-revenue vehicle assets are not in a state of good repair.

**Table 3-2: Rolling Stock State of Good Repair**

Asset Class	Total Assets	Total Value	Assets Not in SGR	% of Assets Not in SGR	Assets Not in SGR by Value	% Not in SGR by Value
<b>Minibus</b>	20	\$1,490,206.22	9	45%	\$599,797.22	40%
<b>Cutaway</b>	13	\$1,270,979.00	0	0%	\$0.00	0%
<b>Van</b>	1	\$53,293.00	1	100%	\$53,293.00	100%
<b>Total</b>	<b>34</b>	<b>\$2,814,478.22</b>	<b>10</b>	<b>29%</b>	<b>\$653,090.22</b>	<b>23%</b>

**Table 3-3: Equipment State of Good Repair**

Asset Class	Total Assets	Total Value	Assets Not in SGR	% of Assets Not in SGR	Assets Not in SGR by Value	% Not in SGR by Value
<b>Non-Revenue Vehicles</b>	1	\$25,980.51	1	100%	\$25,980.51	100%
<b>Total</b>	<b>1</b>	<b>\$25,980.51</b>	<b>1</b>	<b>100%</b>	<b>\$25,980.51</b>	<b>100%</b>

## Facilities

Agencies are required to report the overall condition of all facilities for which they have direct or shared capital responsibility. Assets in this category are rated using FTA's Transit Economic Requirements Model (TERM) as a scale, which assigns points between 1 and 5, indicating assessed conditions between poor and excellent, respectively, for components such as structure, systems, and site, among others.

The results of the most recent facilities condition assessment are provided in the following sections for each facility asset class. In neither asset class nor in any individual component category do any facilities fall below a rating of 3. To arrive at a final rating for each facility, the median score was taken from the array of scores given to each component in the condition assessment and rounded up to the nearest integer.

### *Administrative Facility*

There is only one administrative facility, the Charlotte County Transit Administrative Building. After a review of the facility, the administrative facility received a total score of 4, indicating it is in SGR.

### *Other Facilities*

There are two other supporting facilities, the Punta Gorda Parking Lot and Bus Wash Facility. After a review of the facilities, both facilities received a total score of 4, indicating it is in SGR.



Source: Google

## Section 4. Annual Performance Targets and Measures

### *State of Good Repair Policy*

Charlotte County Transit's SGR policy states that a capital asset is in SGR when the following objective standards are met:

1. If the asset is in a condition sufficient to operate at a full level of performance; an individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in SGR.
2. The asset can perform its manufactured design function.
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
4. The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The TAM Plan allows Charlotte County Transit to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level. The goal of these policies is to allow Charlotte County Transit to determine and predict the cost to

improve asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are ULB and condition assessment.

### *SGR Performance Measures and Targets*

SGR performance measures combine the measures of ULB and physical condition to create performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset life cycle (ULB and condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include the following:

- Rolling Stock (Age) – Percentage of revenue of vehicles (fixed-route and paratransit) within a particular asset class that have either met or exceeded their ULB
- Equipment (Non-Revenue Service Vehicles) (Age) – Applies only to non-revenue service vehicles and does not include “other” equipment assets; the SGR performance measure for non-revenue, support-service, and maintenance vehicle equipment is the percentage of vehicles that have either met or exceeded their ULB
- Facilities (Condition) – Percentage of facilities within an asset class rated below condition 3 on FTA TERM Scale

Table 4-1 shows the percentage of Charlotte County Transit's assets (by count) that have met or exceeded their ULB for each asset class in 2025 and their performance targets for the next five years. As discussed further in Section 5, the targets assume Charlotte County Transit will replace the assets based on those that have met their ULB and predictions in the Fleet Asset Replacement Report. These performance targets will be reported to the National Transit Database (NTD) annually, as discussed in Section 6. It should be noted that non-revenue vehicles are the only Equipment assets that need to be reported to NTD.

**Table 4-1: Charlotte County Transit 2025 SGR Performance and Targets (2026–2030)**

<b>Asset Class</b>	<b>2025 Performance</b>	<b>2026 Target</b>	<b>2027 Target</b>	<b>2028 Target</b>	<b>2029 Target</b>	<b>2030 Target</b>
<b>Rolling Stock</b>						
Minibuses	50.0%	45.0%	0.0%	0.0%	0.0%	0.0%
Cutaways	0.0%	7.7%	46.2%	7.7%	0.0%	0.0%
Van	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%
<b>Equipment</b>						
Non-Revenue Vehicles	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Facilities</b>						
Administration	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Parking Lot	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus Wash Facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

# Section 5. Decision Support Tools and Prioritization

## Decision Support

The documents referenced in Table 5-1 are used to support investment decision-making, including project selection and prioritization processes. The decision support tools that Charlotte County uses for asset lifecycle management and investment planning include both electronic spreadsheets and written policy manuals.

**Table 5-1: Decision Support Tools**

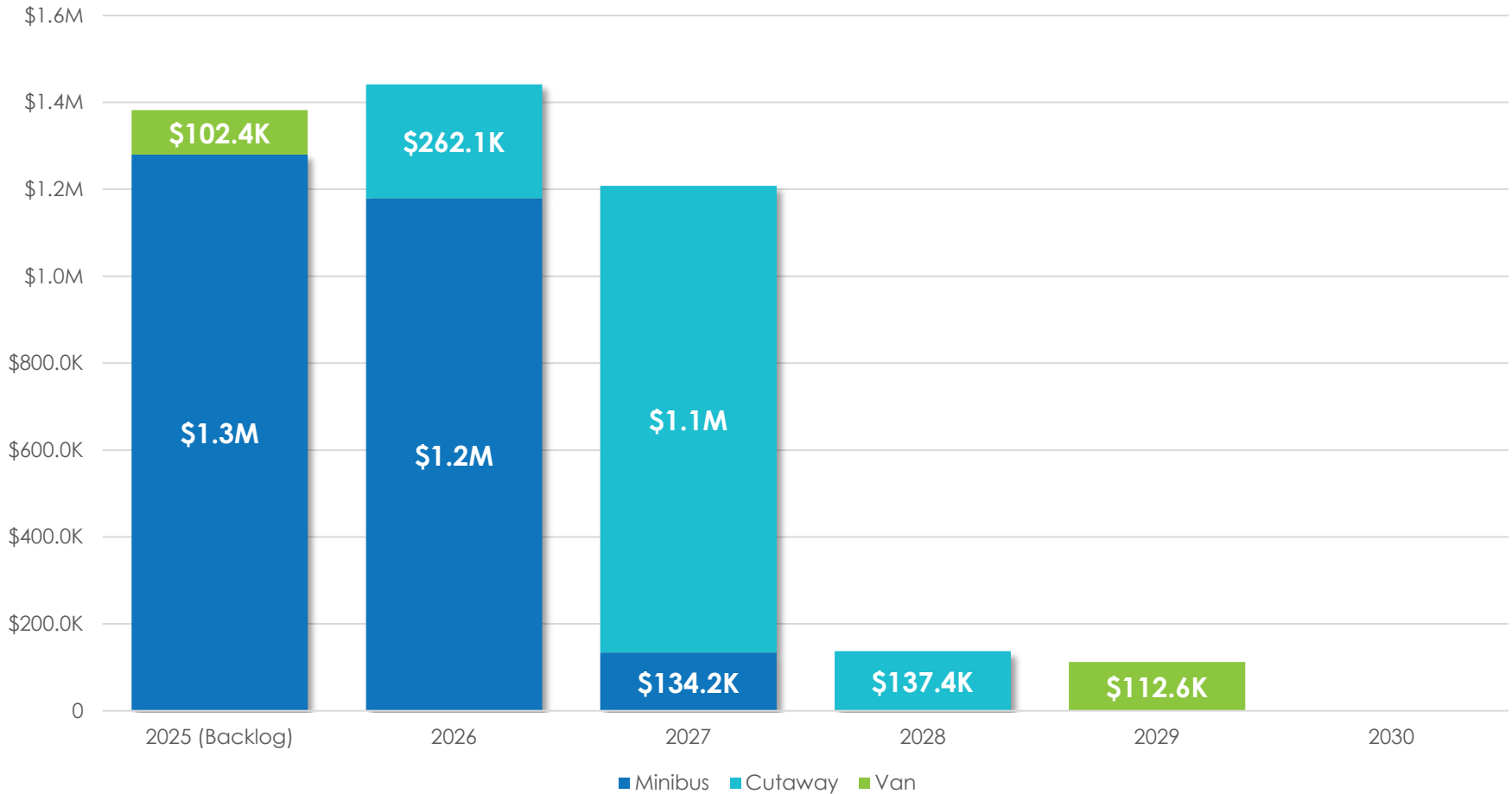
Process/Tool	Brief Description
<b>Fleet Vehicles Service Report Excel</b>	Automated spreadsheet to calculate required fleet purchase for each year for five years
<b>Transit Fleet Vehicles Service Report</b>	Multiple spreadsheets with transit inventory conditions, performance, and safety updated
<b>Capital Project</b>	Yearly and as needed basis of management review of capital needs and budget
<b>Transit Development Plan</b>	Every 5 years a major update is complete



## State-of-Good Repair Analysis – 5-Year SGR Needs

Every year, certain assets reach their ULB and are no longer in SGR. As previously noted, the annual SGR capital need is the dollar value of assets that need to be replaced in a particular year. Over the FY2026 through FY2030 period, the purchase of \$4.3 million is needed.

**Figure 5-1: Annual Capital SGR Need | 2025-2030**



## Prioritization Process

Charlotte County Transit uses a two-phased approach for the project prioritization process. Investment projects are first selected using a set of criteria, then the selected projects are assigned need scores to prioritize them for funding.

### Phase 1 | Project Selection

Project selection is based on the following three criteria:

1. *Age* – Assets are identified as investment projects if they have met or will meet their ULB within the five-year TAM horizon period. For example, if a vehicle will meet or exceed its ULB in 2026, it will be selected as a 2026 project.
2. *Physical Condition Assessment* – Assets identified as being in a poor or non-functional condition, regardless of age, will be selected for replacement in 2026.
3. *TDP Implementation Plan* – Capital projects identified in Charlotte County Transit's TDP Implementation Plan will be considered for prioritization based on the year identified in the plan.

### Phase 2 | Critical Need Assessment

The Critical Need Assessment is based on the following three criteria. The TAM Plan establishes and applies a method for assigning a criticality rating or score of a 1, 3, or 5 to each asset.

Charlotte County Transit selection includes two considerations:

1. **Safety** – Will the project improve the overall performance/SGR of an asset class and remove safety risks? For example, if a revenue vehicle is identified to be replaced in a certain year, it will score a 5 due to the assumption that an over-age vehicle has a higher probability for mechanical or other failures during service that could cause an accident or otherwise affect the safety of riders or others. Safety Scores:
  - 1 point: No/minor impact
  - 3 points: Moderate impact
  - 5 points: Major impact
2. **Impact on Service** – Will projects directly affect service delivery and operations? For example, projects involving revenue vehicles will receive a 5, as they are the most essential assets for Charlotte County Transit to provide service. Ensuring that Charlotte County Transit constantly has a fully functioning fleet is important to perform its mission and provide service to the public. Impact on Service Scores:
  - 1 point: No/minor impact
  - 3 points: Moderate impact
  - 5 points: Major impact

The scores from both criticality components are then summed, and each project is assigned a priority designation of Low, Medium, or High based on the following point scale:

- Low priority: 1–3 points
- Medium priority: 4–7 points
- High priority: 8–10 points

## Prioritized List of Assets

The ranking of investment prioritization programs and projects resulting from the criticality methodology are grouped by the year in which the project is up for replacement. High priority assets identified should be replaced first, and Medium and Low priority projects should be replaced or implemented as more funding becomes available or projects are implemented. A list of Charlotte County Transit prioritized investments is shown in Table 5-2 and indicates whether the project has been identified in the FY 2025–2034 TDP or if it was specifically identified during the TAM Plan process.

**Table 5-2: Prioritized List of Charlotte County Transit Capital Projects | 2025 - 2030**

Project Year	Asset Category	Asset Class	Description	Acq. Year	Qty	Cost (YOE)	Priority	TDP/TAM
2026	Rolling Stock	Minibus	Ford Minibus	2018	9	\$1.2M	High	TAM
		Minibus	Ford Minibus	2019	9	\$1.2M	High	TAM
		Minibus	Ford Minibus	2020*	1	\$128.0K	High	TAM
		Cutaway	Turtle Top Cutaway	2019	2	\$262.1K	High	TAM
		Van	Ford Minibus	2020	1	\$102.4K	High	TAM
	Equipment	Non-Revenue Vehicles	Ford Taurus	2016	1	\$50.0K	Low	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$36.7K	Low	TDP
2027	Rolling Stock	Minibus	Ford Minibus	2020	1	\$134.2K	High	TAM
		Cutaway	Turtle Top Cutaway	2020	8	\$1.1M	High	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$37.6K	Medium	TDP
2028	Rolling Stock	Cutaway	Turtle Top Cutaway	2021	1	\$137.4K	High	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$38.5K	Medium	TDP
2029	Rolling Stock	Van	Ford Minibus	2020	1	\$112.6K	High	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$39.4K	Medium	TDP
2030	Facilities	Passenger	Bus Stop Amenities	-	-	\$40.3K	Medium	TDP

\*This vehicle was totaled.

## Section 6. Recordkeeping and NTD Reporting

### TAM Recordkeeping

As required by 49 CFR §625.53, Charlotte County Transit must maintain all supporting TAM Plan inventories, records, and documents and will make TAM Plan records available to FTA, FDOT, and local agencies that provide funding and coordinate the metropolitan transportation planning process. The TAM Final Rule also provides that the Charlotte County MPO, FDOT, and Charlotte County Transit (as the transit provider serving the metropolitan planning area) coordinate, to the maximum extent practicable, when setting TAM performance targets. Per FTA guidance, the Charlotte County MPO must incorporate the performance targets set forth in this TAM Plan into its Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) amended or updated after November 1, 2025.

### Asset Management NTD Reporting Requirements

Under 49 CFR §625.53, Charlotte County Transit is required to report the following annually to the NTD:

- Targets that are set annually for the performance of Charlotte County Transit's assets and submitted to the NTD as part of the annual data submission; each asset category has its own performance measure by which to set targets (see performance targets in Table 6-1).

- Condition assessments and performance results for vehicles and facilities.
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

Charlotte County Transit's fiscal year begins on October 1st of each year. Table 6-1 shows the NTD reporting requirements for agencies with fiscal year beginning in October.

**Table 6-1: NTD Reporting Requirements**

Reporting Requirements	Timing
<ul style="list-style-type: none"> <li>• Share TAM Plan with planning partners</li> </ul>	October 2025
<ul style="list-style-type: none"> <li>• Report FY26 data to NTD</li> <li>• Submit targets for FY27 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2026
<ul style="list-style-type: none"> <li>• Report FY27 data to NTD</li> <li>• Submit targets for FY28 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2027
<ul style="list-style-type: none"> <li>• Report FY28 data to NTD</li> <li>• Submit targets for FY29 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2028
<ul style="list-style-type: none"> <li>• Report FY29 data to NTD</li> <li>• Submit targets for FY30 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2029
<ul style="list-style-type: none"> <li>• Complete Updated TAM Plan</li> <li>• Share TAM Plan with planning partners</li> </ul>	October 2029

Source: Federal Transit Administration

## Appendix A: Applicable TAM Rule Language

### § 625.25 Transit Asset Management Plan Requirements.

(a) General.

- (1) Each tier I provider must develop and carry out a TAM plan that includes each element under subsection (b) of this section.
- (2) Each tier II provider must develop its own TAM plan or participate in a group TAM plan. A tier II provider's TAM plan and a group TAM plan only must include elements (1)-(4) under subsection (b) of this section.
- (3) A provider's Accountable Executive is ultimately responsible for ensuring that a TAM plan is developed and carried out in accordance with this part.

(b) Transit asset management plan elements. Except as provided in subsection (a)(3) of this section, a TAM plan must include the following elements:

- (1) An inventory of the number and type of capital assets. The inventory must include all capital assets that a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle. An inventory also must include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects;

- (2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization;
- (3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization;
- (4) A provider's project-based prioritization of investments, developed in accordance with section 625.33 of this part;
- (5) A provider's TAM and SGR policy;
- (6) A provider's TAM plan implementation strategy;
- (7) A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period;
- (8) A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
- (9) An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

### § 625.29 Transit asset management plan: horizon period, amendments, and updates.

(a) Horizon period. A TAM plan must cover a horizon period of at least four (4) years.

(b) Amendments. A provider may update its TAM plan at any time during the TAM plan horizon period. A provider should amend its TAM plan whenever there is a significant change to the asset inventory, condition assessments, or investment prioritization that the

provider did not reasonably anticipate during the development of the TAM plan.

(c) Updates. A provider must update its entire TAM plan at least once every four (4) years. A provider's TAM plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

**§ 625.31 Implementation deadline.**

(a) A provider's initial TAM plan must be completed no later than two years after the effective date of this part.

(b) A provider may submit in writing to FTA a request to extend the implementation deadline. FTA must receive an extension request before the implementation deadline and will consider all requests on a case-by-case basis.

**§ 625.33 Investment prioritization**

(f) When developing its investment prioritization, a provider must take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities.

**§ 625.45 Setting performance targets for capital assets.**

(a) General.

- (1) A provider must set one or more performance targets for each applicable performance measure.
- (2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.

(b) Timeline for target setting.

- (1) Within three months after the effective date of this part, a provider must set performance targets for

the following fiscal year for each asset class included in its TAM plan.

- (2) At least once every fiscal year after initial targets are set, a provider must set performance targets for the following fiscal year.

(c) Role of the accountable executive. A provider's Accountable Executive must approve each annual performance target.

(d) Setting performance targets for group plan participants.

- (1) A Sponsor must set one or more unified performance targets for each asset class reflected in the group TAM plan in accordance with subsections (a)(2) and (b) of this section.
- (2) To the extent practicable, a Sponsor must coordinate its unified performance targets with each participant's Accountable Executive.

(e) Coordination with metropolitan, statewide and non-metropolitan planning processes. To the maximum extent practicable, a provider and Sponsor must coordinate with States and Metropolitan Planning Organizations in the selection of State and Metropolitan Planning Organization performance targets.

## Appendix B: TAM Final Rule Definitions

- 1. Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.
- 2. Asset category** means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.
- 3. Asset class** means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the Rolling Stock asset category.
- 4. Asset inventory** means a register of capital assets, and information about those assets.
- 5. Capital asset** means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.
- 6. Decision support tool** means an analytic process or methodology: (1) to help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on

available condition data and objective criteria; or (2) to assess financial needs for asset investments over time.

- 7. Direct recipient** means an entity that receives Federal financial assistance directly from FTA.
- 8. Equipment** means an article of nonexpendable, tangible property having a useful life of at least one year.
- 9. Exclusive-use maintenance facility** means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.
- 10. Facility** means a building or structure that is used in providing public transportation.
- 11. Full level of performance** means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.
- 12. Group TAM plan** means a single TAM plan that is developed by a sponsor on behalf of at least one tier II provider.
- 13. Horizon period** means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan.
- 14. Implementation strategy** means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.
- 15. Infrastructure** means the underlying framework or structures that support a public transportation system.

**16. Investment prioritization** means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

**17. Key asset management activities** means a list of activities that a transit provider determines are critical to achieving its TAM goals. Life-cycle cost means the cost of managing an asset over its whole life.

**18. Participant** means a Tier II provider that participates in a group TAM plan.

**19. Performance Measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

**20. Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

**21. Public transportation system** means the entirety of a transit provider's operations, including the services provided through contractors.

**22. Public transportation agency safety plan** means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329. Recipient means an entity that receives Federal financial

assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

**23. Rolling stock** means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

**24. Service vehicle** means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

**25. Sponsor** means a State, a designated recipient, or a direct recipient that develops a group TAM for at least one Tier II provider.

**26. State of good repair (SGR)** means the condition in which a capital asset is able to operate at a full level of performance.

**27. Subrecipient** means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

**28. TERM scale** means the five category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0 – Excellent, 4.0 – Good; 3.0 – Adequate, 2.0 – Marginal, and 1.0 – Poor.

**29. Tier I provider** means a recipient that owns, operates, or manages either (1) 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

**30. Tier II provider** means a recipient that owns, operates, or manages (1) 100 or fewer vehicles in revenue service during peak regular service across all

non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

**31. Transit Asset Management (TAM)** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

**32. Transit Asset Management (TAM) Plan** means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**33. Transit asset management (TAM) policy** means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

**34. Transit Asset Management (TAM) Strategy** means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

**35. Transit Asset Management System** means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

**36. Transit provider (provider)** means a recipient or subrecipient of Federal financial assistance under 49

U.S.C. chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

**37. Useful life** means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

**38. Useful life benchmark (ULB)** means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

# Transit Safety Performance

## Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document\\_09112019.docx \(live.com\)](#)

Performance Measure	Safety Performance Measure	Mode	2023	2024	2025	3- year rolling average	New Target
Measure 1a	Major Events	Paratransit	0	3	1	1.33	1
Measure 1b	Major Event Rate	Paratransit	0	3	1	1.33	2
Measure 1.1	Collision Rate	Paratransit	0	4	1	1.67	3
Measure 1.1.1	Pedestrian Collision Rate	Paratransit	0	1	0	0.33	0
Measure 1.1.2	Vehicular Collision Rate	Paratransit	0	1	0	0.33	1
Measure 2a	Fatalities	Paratransit	0	0	0	0	0
Measure 2b	Fatality Rate	Paratransit	0	0	0	0	0
Measure 2.1	Transit Worker Fatality Rate (new)	Paratransit	0	0	0	0	0
Measure 3a	Injuries	Paratransit	0	1	2	1	2
Measure 3b	Injury Rate	Paratransit	0	1	1	0.67	0.7
Measure 3.1	Transit Worker Injury Rate (new)	Paratransit	0	0	1	0.33	1
Measure 4a	Assaults on Transit Workers (new)	Paratransit	0	0	0	0	0
Measure 4b	Rate of Assaults on Transit Workers (new)	Paratransit	0	0	0	0	0
Measure 5	System Reliability	Paratransit	14	17	7	13	38,664
Data Sources:	PM 1-12 Source: NTD Safety & Security Time Series and Major Event Time Series						
	System Reliability Data Source: NTD Annual Report Back Up FY25 Road Calls						

# **SECTION-IV**

## **Projects Listing For Five Fiscal Years Including Funding Summary**

The table below presents the highway capital improvement projects and transportation alternatives projects included in the FDOT Tentative Work Program for FY 2026/2027 through FY 2030/2031, as reflected in the Transportation Improvement Program as of October 9, 2025.

Projects are arranged alphabetically by roadway name (when applicable) and then by FDOT Work Program number. All projects are consistent, to the extent feasible, with approved local government comprehensive plans.

This section is designed to comply with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), as well as applicable federal guidelines. The first table in this section provides a Funding Summary, listing all transportation projects funded by Title 23, U.S.C. and the Federal Transit Act for fiscal years 2026/2027 through 2030/2031. Funding levels are categorized by federal funding category. In the tables that follow, projects are listed by funding category along with the corresponding funding code and fiscal year.

The Financial Summary Report below, along with the corresponding Project Listings Report, includes both federal funds and the required local match for the major funding categories, but not necessarily the total project costs. All other federally funded projects not included in the funding categories shown in this report—and in the corresponding project listings—are included in other sections of the TIP.

## **Project costs and other project details**

### **Projects on the Strategic Intermodal System (SIS)**

The Strategic Intermodal System (SIS) is a network of high-priority transportation facilities that includes the State’s largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. In Charlotte County, I-75, Piper Road, and US 17 are designated SIS facilities. While the Punta Gorda Airport is an SIS airport, the CSX Railroad and SR 31 are classified as *emerging SIS* facilities. All SIS projects will include a SIS identifier.

The typical project development sequence includes a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right-of-Way (ROW) phase, and a Construction (CST) phase. Some projects may not require a ROW phase if no additional land is needed.

Costs shown in the TIP for SIS projects include historical expenditures, five years of the current TIP, and five years beyond the current TIP. These amounts may or may not represent the total project cost. The “Total Project Cost” displayed for each federally and state-funded SIS project reflects 10 years of programming in FDOT’s Work Program database (FY 2026/2027 & FY 2030/2031), plus historical expenditures prior to FY 2027. For non-SIS projects, the total reflects 5 years of programming (FY 2027–2031), plus historical expenditures.

For a more comprehensive view of a project’s anticipated total cost across all phases, please refer to the Long-Range Transportation Plan (LRTP). If a project does not include a Construction (CST) phase in the TIP, the cost shown may not represent the full project cost. Some project types—such as resurfacing, safety, or operational improvements—may not include a total project cost but instead provide program-level details.

For costs beyond the ten-year window, the LRTP provides additional information. The LRTP can be accessed at [www.ccpgmpo.gov](http://www.ccpgmpo.gov). The LRTP reference included on each TIP page provides the information needed to locate full project costs and additional project details. If no LRTP reference is provided, the TIP includes the complete project cost.

### **Non-SIS Projects**

The typical project development sequence includes a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right-of-Way (ROW) phase, and a Construction (CST) phase. Some projects may not require a ROW phase if no additional land is needed to complete the improvement.

For projects not on the Strategic Intermodal System (Non-SIS), the costs shown on the TIP pages include historical expenditures and five years of funding within the current TIP. These

amounts may or may not represent the full project cost. If a project does not include a Construction (CST) phase in the TIP, the cost displayed is likely not reflective of the total project cost.

For certain project types—such as resurfacing, safety, or operational improvements—a total project cost may not be shown. Instead, additional program-level details are provided. Total project costs and other project information are available in the TIP for all Non-SIS projects.

All projects not on the SIS will include a Non-SIS identifier on the TIP page. For costs beyond the five-year TIP window, additional information is available in the Long-Range Transportation Plan (LRTP). The LRTP can be accessed at [www.ccpghmpo.gov](http://www.ccpghmpo.gov). The LRTP reference included on each TIP page provides the information needed to locate full project costs and additional project details. If no LRTP reference is provided, the TIP includes the complete project cost.

### **TIP Fiscal Constraint – Projected Available Revenue**


The Transportation Improvement Program (TIP) must be fiscally constrained, meaning the total cost of projects programmed in the TIP cannot exceed the revenues reasonably expected to be available during the TIP period. All federally funded projects must be included in the TIP. In addition, any non-federally funded but regionally significant project must also be listed. For these projects, the submitting agency must demonstrate that funding is available and identify the sources of non-federal revenue.

Projects must be programmed in Year of Expenditure (YOE) dollars, which requires adjusting costs for inflation to reflect the estimated purchasing power of funds in the year the project is expected to be implemented.

Table 4.6 below provides a five-year funding summary that demonstrates fiscal constraint by showing projected available revenues and the corresponding programmed expenditures in YOE dollars. This ensures that the TIP complies with federal requirements and reflects a financially feasible program of transportation investments. Tables 4.6.1 through 4.6.4 offer visuals of the data derived from Table 4.6.


# FY 2027-2031 HIGHWAY PROJECTS

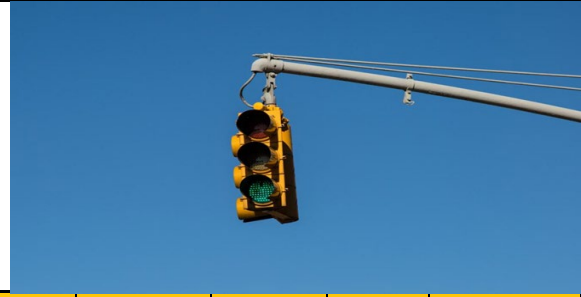
Table 4.1

**Project Type:** Charlotte County TSMCA  
**FM Number:** 412665-1  
**Lead Agency:**   
**Length:** Not Applicable  
**L RTP Reference Page #:** 2050 LRTP Congestion Management Plan Page 5-26  
**SIS Project:** No  
**Description:** Traffic Control Devices




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
OPS	DDR	State	\$2,525,381	\$264,783						\$2,790,164
OPS	DITS	State	\$1,359,125	\$366,688						\$1,725,813
OPS	DIOH	State	\$304,503	\$47,044						\$351,547
<b>Total:</b>			<b>\$4,189,009</b>	<b>\$678,515</b>						<b>\$4,867,524</b>

**Project Type:** City of Punta Gorda TSMCA  
**FM Number:** 413625-1  
**Lead Agency:**   
**Length:** Not Applicable  
**L RTP Reference Page #:** 2050 LRTP Congestion Management Plan Page 5-26  
**SIS Project:** No  
**Description:** Traffic Control Devices



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
OPS	DDR	State	\$1,050,100	\$109,066	\$113,455					\$1,272,621
OPS	DITS	State	86,368							86,368
OPS	DIOH	State	83,118	8,125	8,452					99,695
<b>Total:</b>			<b>\$1,219,586</b>	<b>\$117,191</b>	<b>\$121,907</b>					<b>\$1,458,684</b>

**Project Type:** Punta Gorda Weigh in Motion (WIM) Screening  
**FM Number:** 437001-2  
**Lead Agency:**   
**Length:** Not Applicable  
**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** MCCO WEIGH STATION STATIC/WIM



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	DDR	State	\$1,454							1,454
PE			\$91							91
CST	DDR	State	\$132							132
	DS	State	\$7							7
	DWS	State			4,821,936					4,821,936
CST	DIOH	State			\$153,820					\$153,820
CST	DIOH	State	\$5							\$5
<b>Total:</b>			<b>\$1,689</b>		<b>\$4,975,756</b>					<b>\$4,823,620</b>

**Project Type:** SR 45 ( US 41) Tamiami Trail from Conway Blvd to Midway Blvd

**FM Number:** 438262-1

**Lead Agency:** 

**Length:** 2.136 Mi

**L RTP Reference Page #:** 2050 LRTP Page 6-5

**SIS Project:** No

**Description:** US 41 from Conway Blvd to Midway Blvd Multi Use Trail on east side with 8 feet side walk.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST	ACSL	Federal		\$9,093,809						\$9,093,809
	DDR	State		\$4,791,143						\$4,791,143
	DS	State	\$14,361							\$14,361
	TALL	Federal	\$75,865							\$75,865
	TALT	Federal		\$176,267						\$176,267
	DIOH	State		\$6,572,449						\$6,572,449
	DIOH	State		\$346,208						\$346,208
	DIOH	State	\$3,217	\$26,008						\$29,225
<b>Total:</b>				<b>\$9,093,809</b>						<b>\$9,093,809</b>

**Project Type:** SR 93(I-75) @ CR776 (HARBORVIEW RD)

**FM Number:** 441122 2

**Lead Agency:** 

**Length:** N A

**L RTP Reference Page #:** 2050 LRTP Page 6-5

**SIS Project:** No


**Description:** Landscaping



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST	DDR	State			\$1,717,200					\$1,717,200
CST	DIOH	State			\$47,340					\$47,340
	DIOH	State			\$10,570					\$10,570
<b>Total:</b>					<b>\$1,775,110</b>					<b>\$1,775,110</b>

**Project Type:** SR 45 ( US 41) Tamiami Trail from Kings Hwy to Conway Blvd

**FM Number:** 446830-1

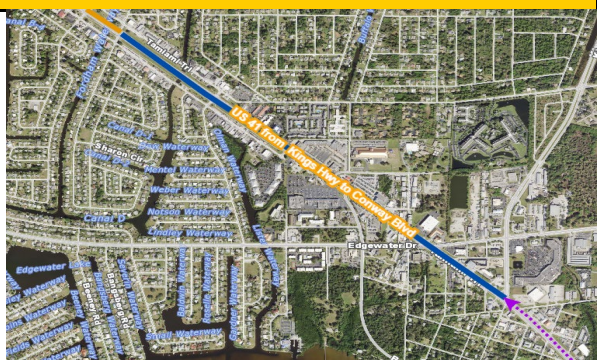
**Lead Agency:** 

**Length:** 2.16 Mi


**L RTP Reference Page #:** 2050 LRTP Page 6-5

**SIS Project:** No

**Description:** US 41 from Kings Hwy to Conway Blvd Multi Use Trail (MURT ) on east side with 8 feet side walk.




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	TALL	Federal	\$1,158,054							\$1,158,054
PE	TALT	Federal	\$21,000							\$21,000
PE	DIOH	State	\$89,133							\$89,133
CST	ACSA	Federal					1,279,899			\$1,279,899
CST	ACSL	Federal					1,371,033			\$1,371,033
CST	ACSN	Federal					4,860,453			\$4,860,453
CST	TALL	Federal					148,352			\$148,352
CST	DIOH	State					\$218,900			\$218,900
CST	DIOH	State					\$31,313			\$31,313
<b>Total:</b>			<b>\$1,268,187</b>				<b>\$7,909,950</b>			<b>\$9,178,137</b>

**Project Type:** SR 776 at Charlotte Sports park  
**FM Number:** 446393-1  
**Lead Agency:**   
**Length:** None  
 LRTP Reference Page #: 2050 LRTP Page 5-31  
 SIS Project  
**Description:** Charlotte Sports Park Intersection Improvements/Add turn lanes on SR 776




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST	ACSL	Federal			917,294					917,294
CST	DIOH	State			24,477					24,477
CST	DIOH	State			5,445					5,445
<b>Total:</b>					\$947,216					\$947,216

**Project Type:** SR 776 from Merchants Crossing to Sarasota County line  
**FM Number:** 449652-1  
**Lead Agency:**   
**Length:** 1.02 mile  
 LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3  
 SIS Project No  
**Description:** Safety project with proposed median improvements




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSS	Federal	\$10,000							\$10,000
PE	HSP	Federal	\$421,890							\$421,890
PE	DIOH	State	\$58,443							\$58,443
RAIL& UTI	DDR	State	\$200,000							\$200,000
CST	ACSS	Federal		\$2,852,442						\$2,852,442
CST	DIOH	State	\$6,380	\$80,671						\$87,051
CST	DIOH	State		\$14,586						\$14,586
<b>Total:</b>			\$696,713	\$2,947,699						\$3,634,412

**Project Type:** SR 45 ( US 41) Tamiami Trail from Aqui Esta Dr to S of Carmalita St  
**FM Number:** 451101-1  
**Lead Agency:**   
**Length:** 1.41 mile  
 LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3  
 SIS Project No  
**Description:** Pavement online Resurfacing project




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	DDR	State	\$435							\$435
PE	DIH	State	\$15,923							\$15,923
PE	DS	State	\$678,539							\$678,539
PE	DIOH	State	\$68,274							\$68,274
CST	DDR	State	\$137	\$3,389,381						\$3,389,518
CST	DIH	State		\$10,290						\$10,290
CST	DS	State	\$283							\$283
CST	DIOH	State		\$98,285						\$98,285
CST	DIOH	State	\$14	\$13,451						\$13,465
<b>Total:</b>			\$763,605	\$3,511,407						\$4,275,012

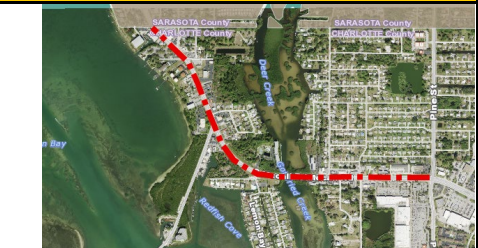
**Project Type:** SR 31 from N of CR 74 to DeSoto County Line  
**FM Number:** 451103-1  
**Lead Agency:**   
**Length:** 7.5 mile  
**L RTP Reference Page #:** 2050 L RTP Page 3-7  
**SIS Project:** No



**Description:** Pavement Resurfacing (Flex) project


Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	DDR	State	\$618							\$618
PE	DIH	State	\$31,118							\$31,118
PE	DS	State	\$1,658							\$1,658
PE	DIOH	State	\$4,038							\$4,038
CST	DDR	State	\$52	\$7,034,031						\$7,034,083
CST	DIH	State		\$5,145						\$5,145
CST	DS	State	\$36,384							\$36,384
CST	DIOH	State		\$204,434						\$204,434
CST	DIOH	State	\$1,312	\$23,340						\$24,652
<b>Total:</b>			<b>\$75,180</b>	<b>\$7,266,950</b>						<b>\$7,342,130</b>

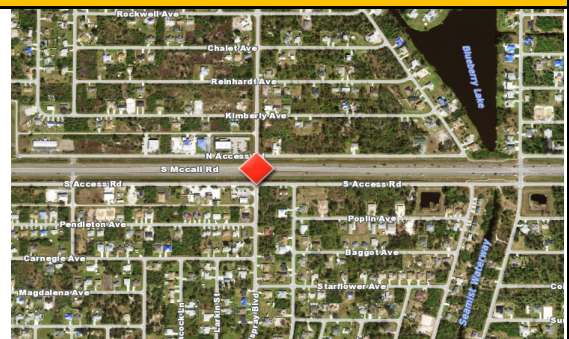
**Project Type:** SR 776 From N of Pine St to Sarasota County Line  
**FM Number:** 451105-1  
**Lead Agency:**   
**Length:** 1.5 mile  
**L RTP Reference Page #:** 2050 L RTP Goals and Objectives Page 2-3  
**SIS Project:** No



**Description:** Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSA	State	\$802,941							\$802,941
PE	DDR	State	\$243							\$243
PE	DIH	State	\$21,819							\$21,819
PE	DS	State	\$369							\$369
PE	DIOH	State	\$104,335							\$104,335
CST	ACNR	Federal		\$3,618,957						\$3,618,957
CST	ACSA	Federal		\$2,029,400						\$2,029,400
CST	DIH	State		\$10,290						\$10,290
CST	DS	State		\$716,762						\$716,762
CST	DIOH	State		\$180,183						\$180,183
CST	DIOH	State		\$27,882						\$27,882
<b>Total:</b>			<b>\$929,707</b>	<b>\$6,583,474</b>						<b>\$7,513,181</b>



**Project Type:** SR 776 at Oceanspray Blvd  
**FM Number:** 451360-1  
**Lead Agency:**   
**Length:** None  
**L RTP Reference Page #:** 2050 L RTP Goals and Objectives Page 2-3  
**SIS Project:** No



**Description:** Median modifications at the intersection

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSS	Federal	\$83,382							\$83,382
PE	DDR	State	\$906							\$906
PE	DS	State	\$28,251							\$28,251
PE	HSP	State	\$73,902							\$73,902
PE	DIOH	State	\$20,973							\$20,973
CST	ACSS	Federal		\$1,268,258						\$1,268,258
	DS	State	\$2,999							\$2,999
	DIOH	State		\$36,207						\$36,207
	DIOH	State	\$109	\$5,320						\$5,429
<b>Total:</b>			<b>\$210,522</b>	<b>\$1,309,785</b>						<b>\$1,520,307</b>


<b>Project Type:</b>	I-75 at Jones Loop Truck parking									
<b>FM Number:</b>	452154-2									
<b>Lead Agency:</b>										
<b>Length:</b>	None									
<b>LRTP Reference Page #:</b>	2050 LRTP Goals and Objectives Page 2-3									
<b>SIS Project</b>	No									
<b>Description: Truck Parking facilities at Jones loop rest area</b>										
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSA	Federal	\$50,000							\$50,000
PE	DDR	State	\$306							\$306
PE	DIOH	State	\$6,828							\$6,828
CST	ACFP	Federal			\$28,926,605					\$28,926,605
CST	DIOH	State			\$821,792					\$821,792
CST	DIOH	State			\$119,530					\$119,530
<b>Total:</b>			<b>\$57,134</b>		<b>\$29,867,927</b>					<b>\$29,925,061</b>

<b>Project Type:</b>	Cooper St from Airport Rd to Marion Ave									
<b>FM Number:</b>	452221-1									
<b>Lead Agency:</b>										
<b>Length:</b>	1.72 mile									
<b>LRTP Reference Page #:</b>	2050 LRTP Page 6-5									
<b>SIS Project</b>	No									
<b>Description: Cooper St from Airport Rd to Marion Ave Multi Use Recreational Trail (MURT)</b>										
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	TALL	Federal	\$309,000							\$309,000
PE	DIOH	State	\$23,082							\$23,082
CST	ACSL	Federal			\$3,012,000					\$3,012,000
CST	DIOH	State			\$92,861					\$92,861
CST	DIOH	State			\$3,754					\$3,754
<b>Total:</b>			<b>\$332,082</b>		<b>\$3,108,615</b>					<b>\$3,440,697</b>

<b>Project Type:</b>	SR 776 ( El Jobean Rd ) at Jacobs St									
<b>FM Number:</b>	453416-1									
<b>Lead Agency:</b>										
<b>Length:</b>	None									
<b>LRTP Reference Page #:</b>	2050 LRTP Page 5-31									
<b>SIS Project</b>	No									
<b>Description: Intersection improvements - SR 776 at Jacobs St</b>										
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSL	Federal		\$115,450						\$115,450
PE	DIOH	State		\$9,217						\$9,217
CST	ACSL	Federal				\$145,230				\$145,230
CST	DIOH	State				\$4,633				\$4,633
<b>Total:</b>				<b>\$124,667</b>		<b>\$149,863</b>				<b>\$269,897</b>

**Project Type:** Jones Loop Rd and Piper Rd Roundabout

**FM Number:** 453459-1


**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Page 5-31

**SIS Project:** No


**Description:** Intersection improvements



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSL	Federal				\$501,001				\$501,001
PE	DIOH	State				\$37,386				\$37,386
CST	ACSL	Federal						\$3,218,282		\$3,218,282
CST	DIOH	State						\$102,663		\$102,663
<b>Total:</b>						<b>\$538,387</b>		<b>\$3,320,945</b>		<b>\$3,859,332</b>

**Project Type:** SR 776 ( El Jobean Rd ) at Cornelius Blvd

**FM Number:** 453479 1

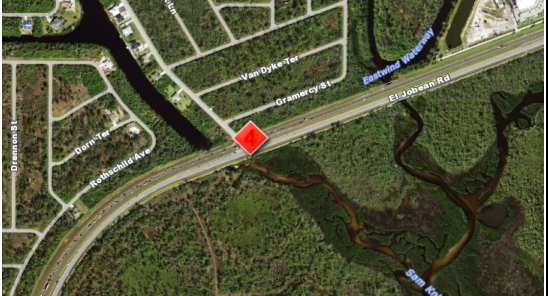
**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Page 5-31

**SIS Project:** No


**Description:** Intersection improvements at SR 776 and Cornelius Blvd



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSL	Federal		\$115,449						\$115,449
PE	DIOH	State		\$9,217						\$9,217
CST	ACSL	Federal				\$145,230				\$145,230
CST	DIOH	State				\$4,633				\$4,633
<b>Total:</b>				<b>\$124,666</b>		<b>\$149,863</b>				<b>\$274,529</b>

**Project Type:** Charlotte ATMS

**FM Number:** 457620-1


**Lead Agency:** 

**Length:**

**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3

**SIS Project:** No

**Description:** Arterial Traffic Management




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
DB	DITS	State					\$2,313,059			\$2,313,059
PE	DITS	State				\$340,090	\$100,000			\$440,090
PE	DIOH	State				\$25,337	\$7,452			\$32,789
CST	DIOH	State					\$59,931			\$59,931
CST	DIOH	State					\$24,063			\$24,063
<b>Total:</b>						<b>\$365,427</b>	<b>\$2,504,505</b>			<b>\$2,869,932</b>

FY 2027 to 2031 Transportation Improvement Program

# FY 2027 - FY 2031 AVIATION PROJECTS

Table 4.2

**Project Type:** Punta Gorda Airport Holding Bay Rwy 22 Approach  
**FM Number:** 451203-1  
**Lead Agency:**   
**Length:** Not applicable  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** Aviation capacity project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	State					\$65,000			\$65,000
Capital	FAA	Federal					\$1,170,000			\$1,170,000
Capital	LF	Local					\$65,000			\$65,000
Capital	DIOH	State					\$1,593			\$1,593
<b>Total:</b>								<b>\$1,301,593</b>		<b>\$1,301,593</b>

**Project Type:** Punta Gorda Airport Runway 4-22 Extension  
**FM Number:** 451489-1  
**Lead Agency:**   
**Length:** Not applicable  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** Aviation Preservation project.




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	State					\$37,500			\$37,500
Capital	FAA	Federal					\$675,000			\$675,000
Capital	LF	Local					\$37,500			\$37,500
Capital	DIOH	State					\$919			\$919
<b>Total:</b>								<b>\$750,919</b>		<b>\$750,919</b>

**Project Type:** Punta Gorda Airport Terminal Expansion  
**FM Number:** 453809-1  
**Lead Agency:**   
**Length:** Not applicable  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** Aviation capacity project.




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DDR	State			\$709,849					\$709,849
Capital	DPTO	State	\$1,025,000	\$841,648	\$7,382	\$2,500,000				\$4,374,030
Capital	GMR	State	\$450,000							\$450,000
Capital	LF	Local	\$1,475,000	\$1,000,000	\$1,000,000	\$2,500,000				\$5,975,000
Capital	DIOH	State	\$71,100	\$20,620	\$17,572	\$61,250				\$170,542
<b>Total:</b>			<b>\$3,021,100</b>	<b>\$1,862,268</b>	<b>\$1,734,803</b>	<b>\$5,061,250</b>				<b>\$11,679,421</b>

**Project Type:** Punta Gorda Airport Perimeter Road P2B  
**FM Number:** 457265-1  
**Lead Agency:**   
**Length:**  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** Aviation preservation project.




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	State		\$130,000						\$130,000
Capital	FAA	Federal		\$2,340,000						\$2,340,000
Capital	LF	Local		\$130,000						\$130,000
Capital	DIOH	State		\$3,185						\$3,185
<b>Total:</b>				<b>\$2,603,185</b>						<b>\$2,603,185</b>

**Project Type:** Punta Gorda Airport Runway 22 Exit Taxiway  
**FM Number:** 457267-1  
**Lead Agency:**   
**Length:**  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** Aviation capacity project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	Federal			\$50,000					\$50,000
Capital	FAA	State			\$900,000					\$900,000
Capital	LF	Local			\$50,000					\$50,000
Capital	DIOH	State			\$1,225					\$1,225
<b>Total:</b>					<b>\$1,001,225</b>					<b>\$1,001,225</b>

**Project Type:** Punta Gorda Airport Part 150 Noise Study  
**FM Number:** 457268-1  
**Lead Agency:**   
**Length:**  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes  
**Description:** Aviation environmental project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	State		\$65,000						\$65,000
Capital	FAA	Federal		\$1,170,000						\$1,170,000
Capital	LF	Local		\$65,000						\$65,000
Capital	DIOH	State		\$1,593						\$1,593
<b>Total:</b>				<b>\$1,301,593</b>						<b>\$1,301,593</b>

**Project Type:** Punta Gorda Airport Part 150 Noise Study

**FM Number:** 46356-1

**Lead Agency:**



**Length:**

**LRTP Reference**

2050 LRTP Goals and Objectives Page 2-3

**Page #:**

**SIS Project**

Yes

**Description:** Aviation environmental project.




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	State			\$55,000					\$55,000
Capital	FAA	Federal			\$990,000					\$990,000
Capital	LF	Local			\$55,000					\$55,000
Capital	DIOH	State			\$1,348					\$1,348
<b>Total:</b>					<b>\$1,101,348</b>					<b>\$1,101,348</b>
FY 2027 to 2031 Transportation Improvement Program										

# FY 2027 - FY 2031 TRANSIT PROJECTS

Table 4.3

**Project Type:** Charlotte County Transit FTA Section 5311  
Operating Assistance

**FM Number:** 410119-2

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project:** No


**Description:** Operating/Administration Assistance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	DU	State	\$67,268	\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$432,936
Ops	LF	Local	\$67,268	\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$432,936
Ops	DIOH	State	\$1,648	\$2,029	\$1,225	\$2,029	\$2,029	\$1,648		\$10,608
<b>Total:</b>			<b>\$136,184</b>	<b>\$167,629</b>	<b>\$101,225</b>	<b>\$167,629</b>	<b>\$167,629</b>	<b>\$136,184</b>		<b>\$876,480</b>

**Project Type:** Charlotte County State Transit Block Grant  
Operating Assistance

**FM Number:** 410138-1

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project:** No


**Description:** Operating/Administration Assistance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	DDR	State	\$2,745,570	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323		\$5,223,572
Ops	DPTO	State	\$3,437,063							\$3,437,063
Ops	DS	State	\$467,674							\$467,674
Ops	FTA	Federal	\$3,102,116							\$3,102,116
Ops	LF	Local	\$6,228,111	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323		\$8,706,113
Ops	DIOH	State	\$226,910	\$11,435	\$11,778	\$12,132	\$12,496	\$12,870		\$287,621
<b>Total:</b>			<b>\$16,207,444</b>	<b>\$944,921</b>	<b>\$973,268</b>	<b>\$1,002,468</b>	<b>\$1,032,542</b>	<b>\$1,063,516</b>		<b>\$21,224,159</b>

**Project Type:** Charlotte County small urban North Port - Punta Gorda FTA Section 5307 Cap assist

**FM Number:** 410145-1

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project:** No


**Description:** Capital for fixed route



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	FTA	Federal	\$22,129,456	\$1,227,473	\$1,979,079	\$2,020,245	\$273,648	\$2,888,112		\$30,518,013
Ops	LF	Local	\$5,516,715	\$306,868	\$494,769	\$505,061	\$683,162	\$722,028		\$8,228,603
<b>Total:</b>			<b>27,646,171</b>	<b>1,534,341</b>	<b>2,473,848</b>	<b>2,525,306</b>	<b>956,810</b>	<b>\$3,610,140</b>		<b>\$38,746,616</b>

**Project Type:** Charlotte County North Port - Punta Gorda FTA Section 5339 small urban

**FM Number:** 441980-1

**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project**


**Description: Capital for fixed route**



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	\$507,736	\$468,860	\$637,960	\$560,038	\$642,460	\$661,849		\$3,478,903
		Local	\$126,934	\$117,215	\$159,490	\$140,010	\$160,615	\$165,462		\$869,726
<b>Total:</b>			<b>634,670</b>	<b>586,075</b>	<b>797,450</b>	<b>700,048</b>	<b>803,075</b>	<b>\$827,311</b>		<b>\$4,348,629</b>

**Project Type:** Charlotte County North Port - Punta Gorda FTA Section 5307 small urban

**FM Number:** 441979 1

**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project**

**Description: Operating for fixed route**



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	FTA	Federal	\$ 8,864,301	\$ 762,164	\$ 1,979,075	\$ 2,020,243	\$ 2,732,646	\$ 2,888,112		\$19,246,541
Ops	LF	Local	\$ 8,864,301	\$ 762,164	\$ 1,979,075	\$ 2,020,243	\$ 2,732,646	\$ 2,888,112		\$19,246,541
<b>Total:</b>			<b>17,728,602</b>	<b>1,524,328</b>	<b>3,958,150</b>	<b>4,040,486</b>	<b>5,465,292</b>	<b>\$5,776,224</b>		<b>\$38,493,082</b>

FY 2027 to 2031 Transportation Improvement Program

# FY 2027 - FY 2031 Maintenance Projects

Table 4.4

**Project Type:** Punta Gorda Highway Lighting

**FM Number:** 413536-1

**Lead Agency:**

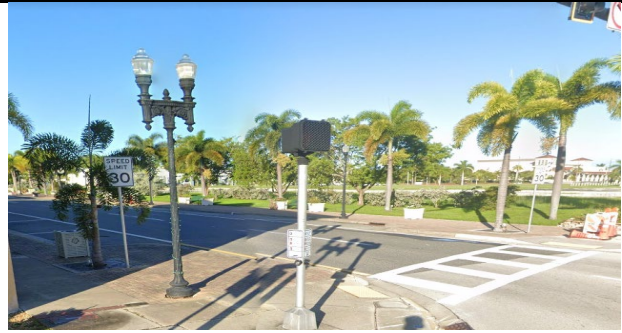


**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project:** Not

**Description:** Routine maintenance of Highway Lighting



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway	D	State	\$1,671,850	\$221,609						\$1,893,459
Bridge/Roadway	DDR	State	\$1,170,699							\$1,170,699
Bridge/Roadway	DIOH	State	\$361,227	\$12,986						\$374,213
<b>Total:</b>			<b>\$3,203,776</b>	<b>\$234,595</b>						<b>\$3,438,371</b>

**Project Type:** Charlotte County Asset Maintenance

**FM Number:** 432899-2

**Lead Agency:**



**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project:** No

**Description:** Routine maintenance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway	D	State	\$12,425,145	\$2,236,231	\$980,668	\$1,039,973	\$1,039,973	\$1,039,973		\$18,761,963
Bridge/Roadway	DIOH	State	\$1,271,476	\$131,043	\$57,467	\$60,942	\$60,942	\$60,942		\$1,642,812
<b>Total:</b>			<b>\$12,425,145</b>	<b>\$2,367,274</b>	<b>\$1,038,135</b>	<b>\$1,100,915</b>	<b>\$1,100,915</b>	<b>\$1,100,915</b>		<b>\$20,404,775</b>

**Project Type:** ITS Devices Electric

**FM Number:** 427781-1

**Lead Agency:**



**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project:** No

**Description:** Other ITS




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway	D	State	\$376,843	\$23,292	\$23,292					\$423,427
Bridge/Roadway	DS	State	\$39							\$39
Bridge/Roadway	DIOH	State	\$38,861	\$1,365	\$1,365					\$41,591
<b>Total:</b>			<b>\$415,743</b>	<b>\$24,657</b>	<b>\$24,657</b>					<b>\$465,057</b>

# FY 2027 - FY 2031 Transportation Planning Table 4.5

**Project Type:** Charlotte County - Punta Gorda FY 2024/2025-2025/2026 UPWP

**FM Number:** 439316-6

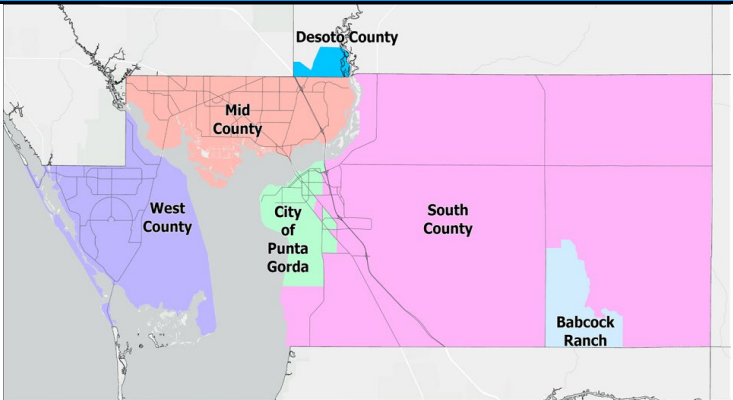
**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference:**

**SIS Project:** No


**Description:** MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN	ACPL	Federal		\$626,506	\$626,506					\$1,253,012
PLN	DIOH	State		\$89,340	\$89,340					\$178,680
<b>Total:</b>				<b>\$715,846</b>	<b>\$715,846</b>					<b>\$1,431,692</b>

**Project Type:** Charlotte County - Punta Gorda FY 2024/2025-2025/2026 UPWP

**FM Number:** 439316-7

**Lead Agency:** 

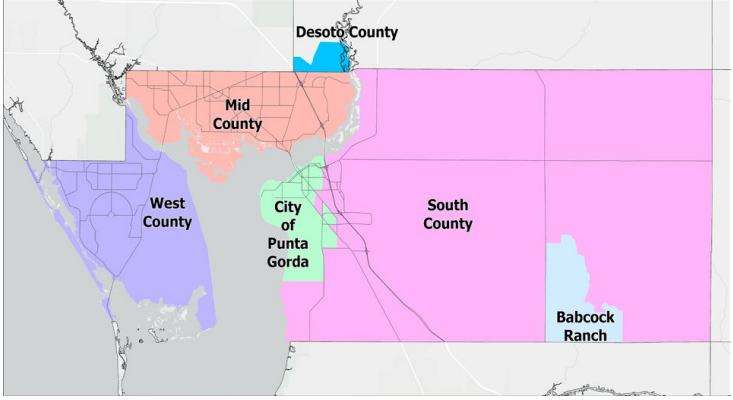
**Length:** Not applicable

**LRTP Reference:**

**Page #:**

**SIS Project:** No


**Description:** MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN	ACPL	Federal				\$626,506	\$626,506			\$1,253,012
SL	ACSL	Federal				\$225,000	\$375,000			\$600,000
PLN	DIOH	State				\$121,425	\$142,815			\$264,240
<b>Total:</b>						<b>\$972,931</b>	<b>\$1,144,321</b>			<b>\$2,117,252</b>

**Project Type:** Charlotte County - Punta Gorda FY 2024/2025-2025/2026 UPWP

**FM Number:** 439316-8

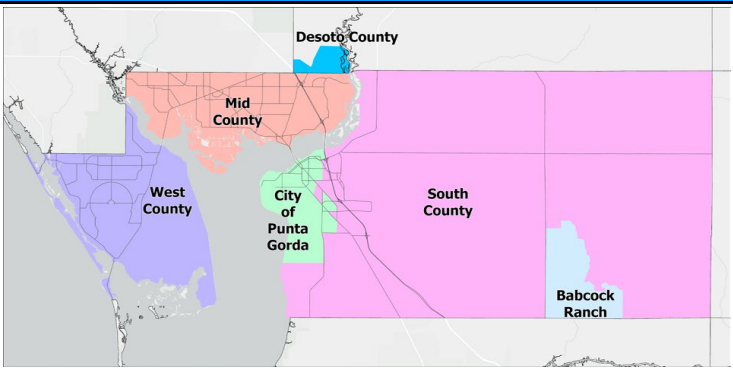
**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference:**

**SIS Project:** No

**Description:** MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN	ACPL	Federal						\$626,506		\$626,506
SL	SL-STP	Federal						\$150,000		\$150,000
PLN	DIOH	State						\$110,730		\$110,730
<b>Total:</b>								<b>\$887,236</b>		<b>\$887,236</b>

# State Transportation Improvement Program

Charlotte County - Punta Gorda MPO - Summary Report

Table 4.6

FY 2027 - 2031 Transportation Improvement Program

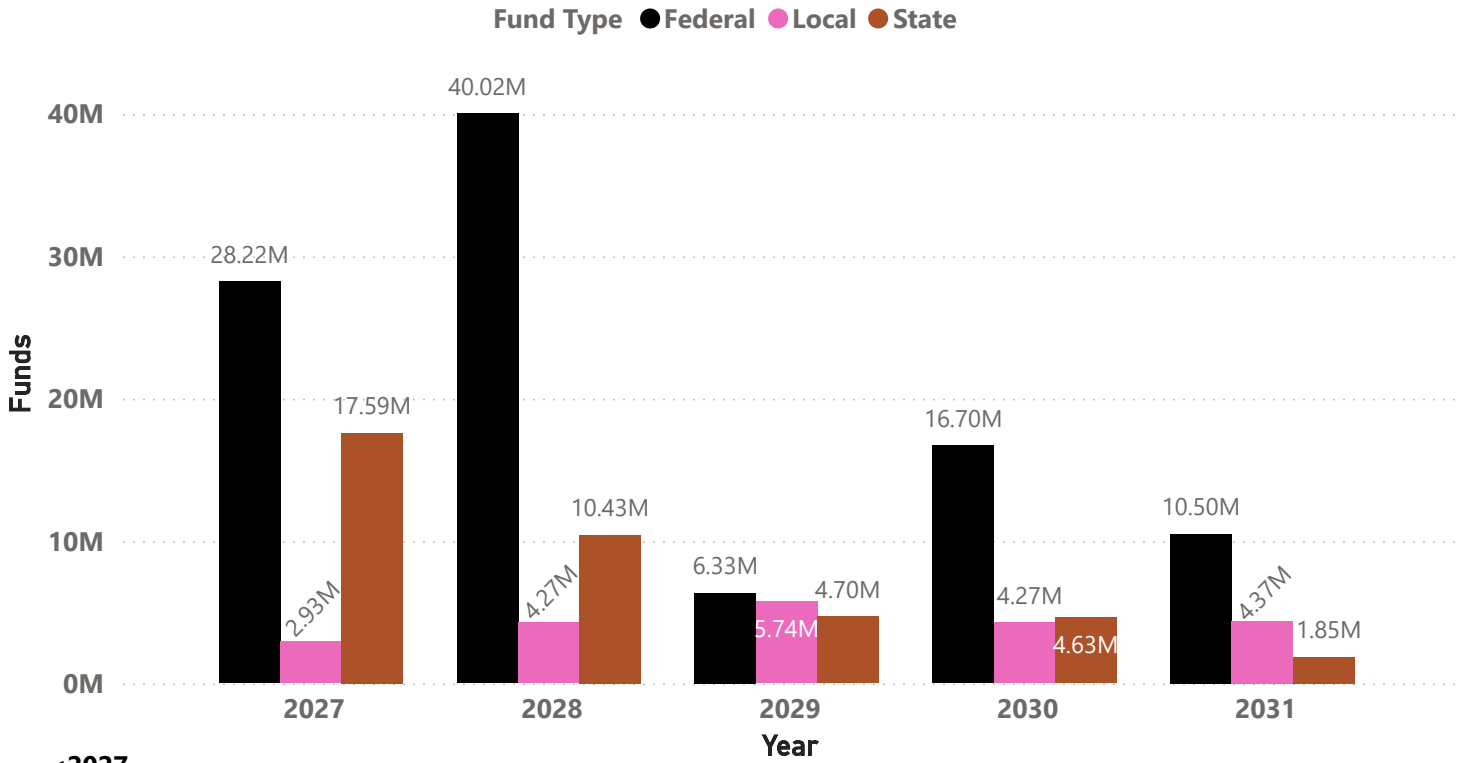
Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years	Current Years (2027-2031)
<b>Federal</b>	\$57,311,606	\$28,217,618	\$40,018,515	\$6,326,293	\$16,696,797	\$10,500,129	\$0	\$159,070,958	\$101,759,352
<b>Local</b>	\$25,705,470	\$2,930,790	\$4,269,079	\$5,743,282	\$4,271,746	\$4,368,193	\$0	\$47,288,560	\$21,583,090
<b>State</b>	\$171,440,793	\$17,585,157	\$10,428,888	\$4,704,998	\$4,628,008	\$1,854,149	\$0	\$208,875,136	\$39,201,200
<b>Grand Total:</b>	<b>\$254,457,869</b>	<b>\$48,733,565</b>	<b>\$54,716,482</b>	<b>\$16,774,573</b>	<b>\$25,596,551</b>	<b>\$16,722,471</b>	<b>\$0</b>	<b>\$415,234,654</b>	<b>\$162,543,642</b>

Project Type	<2027	2027	2028	2029	2030	2031	>2031	All Years	Current Years (2027-2031)
<b>Highway Projects (All)</b>	\$143,802,432	\$34,866,853	\$40,796,531	\$1,203,540	\$10,414,455	\$3,320,945	\$0	\$234,404,756	\$90,602,324
<b>Sidewalks/Trails</b>	\$3,569,331	\$11,912,075	\$3,108,615	\$0	\$7,909,950	\$0	\$0	\$26,499,971	\$22,930,640
Federal	\$2,829,060	\$11,539,859	\$3,012,000	\$0	\$7,659,737	\$0	\$0	\$25,040,656	\$22,211,596
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$740,271	\$372,216	\$96,615	\$0	\$250,213	\$0	\$0	\$1,459,315	\$719,044
<b>Intersection and Safety Improvements</b>	\$1,007,468	\$3,197,032	\$947,216	\$838,113	\$0	\$3,320,945	\$0	\$9,310,774	\$8,303,306
Federal	\$431,890	\$3,083,341	\$917,294	\$791,461	\$0	\$3,218,282	\$0	\$8,442,268	\$8,010,378
Local	\$292,641	\$0	\$0	\$0	\$0	\$0	\$0	\$292,641	\$0
State	\$282,937	\$113,691	\$29,922	\$46,652	\$0	\$102,663	\$0	\$575,865	\$292,928
<b>Pavement Resurfacing</b>	\$1,768,492	\$17,361,831	\$0	\$0	\$0	\$0	\$0	\$19,130,323	\$17,361,831
Federal	\$802,941	\$5,648,357	\$0	\$0	\$0	\$0	\$0	\$6,451,298	\$5,648,357
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$965,551	\$11,713,474	\$0	\$0	\$0	\$0	\$0	\$12,679,025	\$11,713,474
<b>Other Highway (Parking, ATMS, Add Lane, et</b>	\$137,457,141	\$2,395,915	\$36,740,700	\$365,427	\$2,504,505	\$0	\$0	\$179,463,688	\$42,006,547
Federal	\$10,572,341	\$1,268,258	\$28,926,605	\$0	\$0	\$0	\$0	\$40,767,204	\$30,194,863
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$126,884,800	\$1,127,657	\$7,814,095	\$365,427	\$2,504,505	\$0	\$0	\$138,696,484	\$11,811,684
<b>Aviation Projects</b>	\$3,021,100	\$5,767,046	\$3,837,376	\$5,061,250	\$2,052,512	\$0	\$0	\$19,739,284	\$16,718,184
Federal	\$0	\$3,510,000	\$1,890,000	\$0	\$1,845,000	\$0	\$0	\$7,245,000	\$7,245,000
Local	\$1,475,000	\$1,195,000	\$1,105,000	\$2,500,000	\$102,500	\$0	\$0	\$6,377,500	\$4,902,500
State	\$1,546,100	\$1,062,046	\$842,376	\$2,561,250	\$105,012	\$0	\$0	\$6,116,784	\$4,570,684
<b>Transit</b>	\$68,157,654	\$4,757,294	\$8,303,937	\$8,435,937	\$10,884,348	\$11,413,375	\$0	\$111,952,545	\$43,794,891
Federal	\$37,293,831	\$2,541,297	\$4,646,110	\$4,683,326	\$6,190,554	\$6,505,341	\$0	\$61,860,459	\$24,566,628
Local	\$23,937,829	\$1,735,790	\$3,164,079	\$3,243,282	\$4,169,246	\$4,368,193	\$0	\$40,618,419	\$16,680,590
State	\$8,693,851	\$480,207	\$493,748	\$509,329	\$524,548	\$539,841	\$0	\$11,241,524	\$2,547,673
<b>Maintenance</b>	\$30,049,927	\$2,626,526	\$1,062,792	\$1,100,915	\$1,100,915	\$1,100,915	\$0	\$37,041,990	\$6,992,063
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$30,049,927	\$2,626,526	\$1,062,792	\$1,100,915	\$1,100,915	\$1,100,915	\$0	\$37,041,990	\$6,992,063
<b>Transportation Planning</b>	\$5,892,042	\$715,846	\$715,846	\$972,931	\$1,144,321	\$887,236	\$0	\$10,328,222	\$4,436,180
Federal	\$5,381,543	\$626,506	\$626,506	\$851,506	\$1,001,506	\$776,506	\$0	\$9,264,073	\$3,882,530
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$510,499	\$89,340	\$89,340	\$121,425	\$142,815	\$110,730	\$0	\$1,064,149	\$553,650
<b>Miscellaneous</b>	\$1,766,857	\$0	\$0	\$0	\$0	\$0	\$0	\$1,766,857	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$1,766,857	\$0	\$0	\$0	\$0	\$0	\$0	\$1,766,857	\$0
<b>Grand Total</b>	<b>\$254,457,869</b>	<b>\$48,733,565</b>	<b>\$54,716,482</b>	<b>\$16,774,573</b>	<b>\$25,596,551</b>	<b>\$16,722,471</b>	<b>\$0</b>	<b>\$415,234,654</b>	<b>\$162,543,642</b>

Table 4.6.1

## Funding Type By Year 2027-2031



**<2027**

Federal: \$57,311,606  
 Local: \$25,705,470  
 State: \$171,440,793

Table 4.6.2

## Funds By Project Type 2027-2031

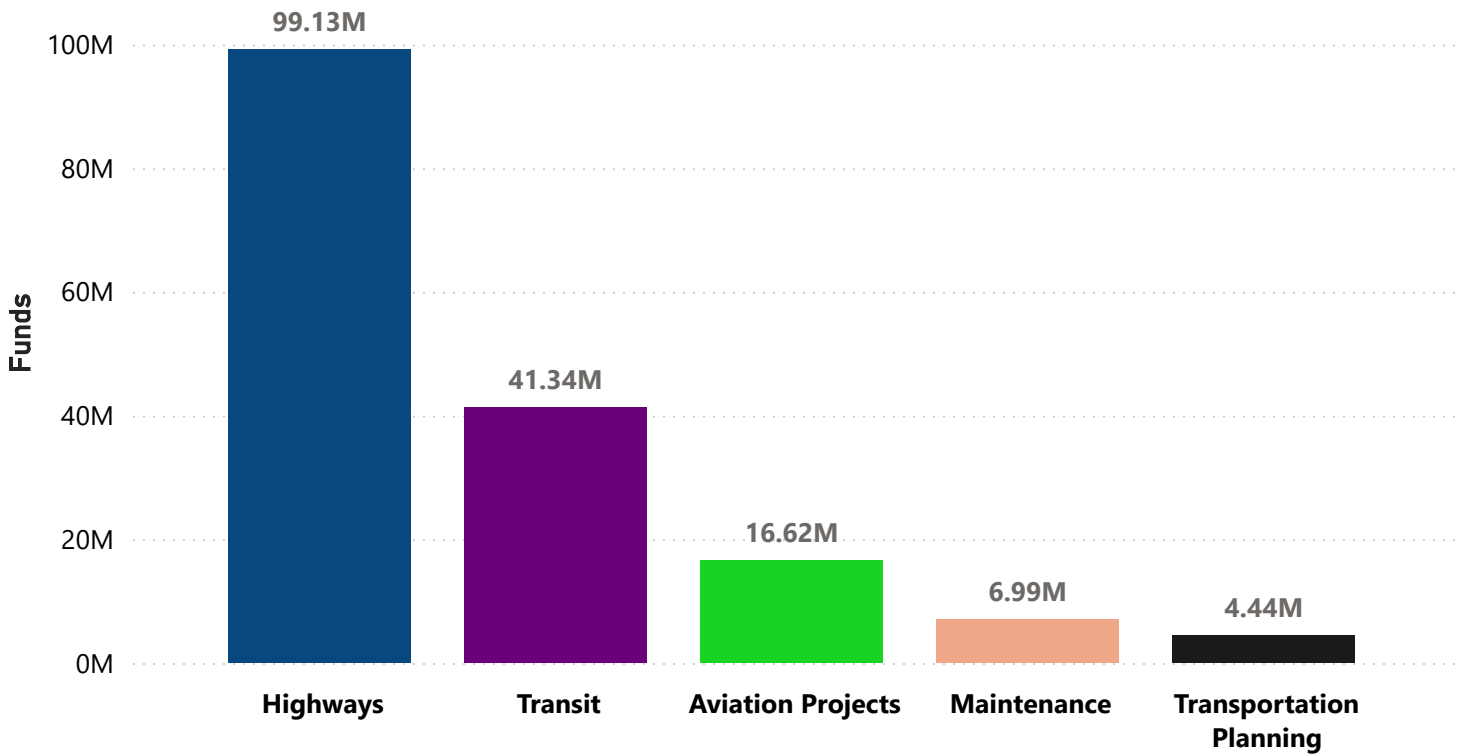
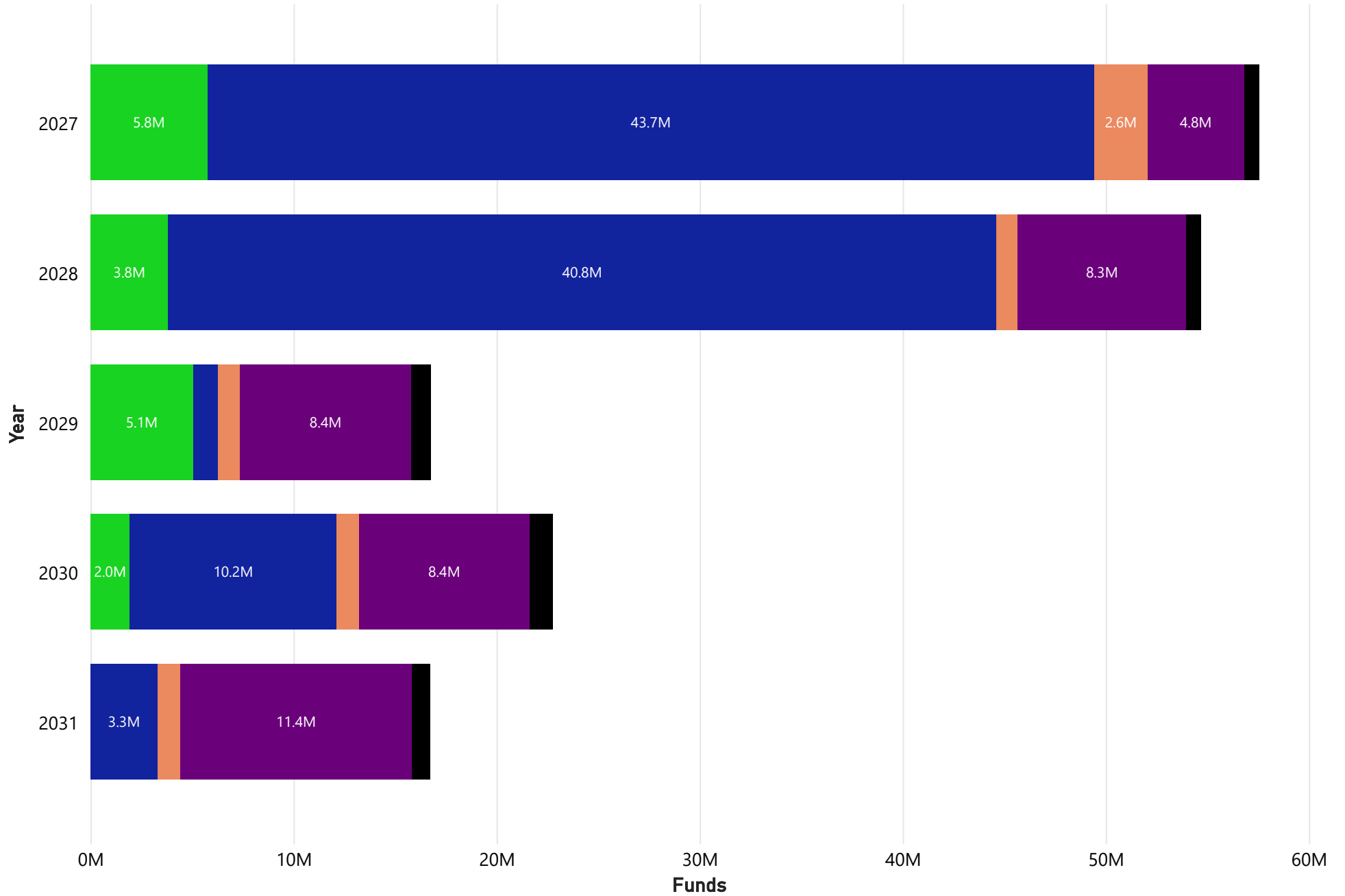


Table 4.6.3

## Funds By Project Type 2027-2031

**Project Type** ● Aviation Projects ● Highways ● Maintenance ● Transit ● Transportation Planning



# **SECTION-V**



# CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

Charlotte County's Capital Improvement Program (CIP) is a six-year planning tool that guides the development of county infrastructure and capital projects needed to support future growth. The CIP is updated annually by ordinance to ensure project priorities, funding strategies, and schedules remain aligned with county needs and available resources. The next update, effective October 1, 2025, will designate the FY2025/2026 portion of the CIP as the current adopted plan and will extend the planning horizon through FY2030/2031. This update ensures continued coordination between the County and the MPO as transportation and infrastructure projects advance through planning, programming, and implementation.

For the Charlotte County - Punta Gorda MPO, the annual CIP update is an important coordination point. Transportation projects included in the CIP often intersect with MPO priorities, including roadway improvements, multimodal enhancements, safety initiatives, and infrastructure supporting future development. The updated CIP provides a clearer picture of local funding commitments, project readiness, and anticipated timelines, which supports MPO planning activities such as the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) implementation, and project prioritization.

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>Roadway and Sidewalk Infrastructure</b>	<b>168,839</b>	<b>3,274</b>	<b>145,001</b>	<b>167,842</b>	<b>103,539</b>	<b>22,226</b>	<b>43,742</b>	<b>4,249</b>	<b>658,712</b>
<b>R-02</b> Intersection Improvements at Various Locations									-
Developer Contribution	18	-	-	-	-	-	-	-	18
Gas Tax (Capital)	672	-	0	-	-	-	-	-	672
Road Impact Fees	1,022	177	11,670	5,773	4,960	4,384	2,764	2,855	33,605
Intersection Improvements at Various Locations Total	1,712	177	11,670	5,773	4,960	4,384	2,764	2,855	34,295
<b>R-03</b> Multi Use Path-On Road									-
Sales Tax 2014	3,603	-	197	-	-	-	-	-	3,800
Multi Use Path-On Road Total	3,603	-	197	-	-	-	-	-	3,800
<b>R-04</b> Regional Bicycle-Pedestrian Trails									-
Sales Tax 2020	2,056	1,652	2,292	-	-	-	-	-	6,000
<b>R-05</b> Road Right of Way Mapping									-
Gas Tax (Capital)	0	-	(0)	-	-	-	-	-	0
Road Impact Fees	31	39	207	-	-	-	-	-	278
Road Right of Way Mapping Total	31	39	207	-	-	-	-	-	278
<b>R-06</b> Sidewalks 2009 Sales Tax Extension									-
Sales Tax 2009	9,489	-	2,876	-	-	-	-	-	12,365
Sidewalks 2009 Sales Tax Extension Total	9,489	-	2,876	-	-	-	-	-	12,365
<b>R-07</b> Sidewalk Hazard Mitigation (HB41)									-
Gas Tax (Capital)	3,332	-	(0)	-	-	-	-	-	3,332
Road Impact Fees	1,138	-	4,386	-	-	-	-	-	5,524
Sidewalk Hazard Mitigation (HB41) Total	4,470	-	4,386	-	-	-	-	-	8,856
<b>R-08</b> Sidewalks - Gap/Infill Gas Taxes/Impact Fees									-
Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
Road Impact Fees	-	-	915	1,250	1,250	1,250	1,250	1,250	7,165
Sidewalks - Gap/Infill Gas Taxes/Impact Fees Total	-	-	915	1,250	1,250	1,250	1,250	1,250	7,165
<b>R-09</b> Charlotte Harbor CRA Melbourne Street MUP									-
TIF	193	68	3,692	-	-	-	-	-	3,953
Charlotte Harbor CRA Melbourne Street MUP Total	193	68	3,692	-	-	-	-	-	3,953
<b>R-10</b> Charlotte Harbor CRA Parmely St Improvements									-
TIF	142	0	2,108	-	-	-	-	-	2,250
Charlotte Harbor CRA Parmely St Improvements Total	142	0	2,108	-	-	-	-	-	2,250
<b>R-11</b> Edgewater Ph 2									-
Gas Tax (Capital)	2,864	-	(4)	-	-	-	-	-	2,860
Road Impact Fees	7,023	19	3,245	-	-	-	-	-	10,288
Sales Tax 2009	20,000	-	0	-	-	-	-	-	20,000
Edgewater Ph 2 Total	29,888	19	3,242	-	-	-	-	-	33,148

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>R-12</b> Edgewater Ph 3									-
Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
Road Impact Fees	-	-	-	31,360	-	-	-	-	31,360
Sales Tax 2020 Tier 2	-	-	-	10,000	-	-	-	-	10,000
Edgewater Ph 3 Total	-	-	-	41,360	-	-	-	-	41,360
<b>R-13</b> Edgewater/Flamingo Ph4 Corridor Connection									-
Road Impact Fees	941	-	11	-	-	-	-	-	952
Sales Tax 2014	2,257	358	7,384	-	-	-	-	-	10,000
Sales Tax 2020	-	-	-	30,412	-	-	-	-	30,412
Edgewater/Flamingo Ph4 Corridor Connection Total	3,198	358	7,395	30,412	-	-	-	-	41,364
<b>R-14</b> Edgewater Ph 5									-
Pending Sales Tax 2026	-	-	-	41,040	-	-	-	-	41,040
Road Impact Fees	-	-	-	-	-	-	-	-	-
Edgewater Ph 5 Total	-	-	-	41,040	-	-	-	-	41,040
<b>R-15</b> El Jobean Rd (SR 776) at Charlotte Sports Park									-
Gas Tax (Capital)	-	-	(0)	-	-	-	-	-	(0)
Grants Pending	-	-	105	879	-	-	-	-	984
Road Impact Fees	-	-	50	100	-	-	-	-	150
El Jobean Rd (SR 776) at Charlotte Sports Park Total	-	-	155	979	-	-	-	-	1,134
<b>R-16</b> El Jobean Road (SR 776) at Flamingo Blvd									-
Grants	-	-	3,021	-	-	-	-	-	3,021
El Jobean Road (SR 776) at Flamingo Blvd Total	-	-	3,021	-	-	-	-	-	3,021
<b>R-17</b> Harborview Melbourne to Date St Ph 1									-
Grants	-	-	8,674	-	-	-	-	-	8,674
Grants Pending	-	-	-	-	-	-	-	-	-
Pending Sales Tax 2026	-	-	-	-	56,031	-	-	-	56,031
Sales Tax 2020	666	176	17,883	-	-	-	-	-	18,725
Harborview Melbourne to Date St Ph 1 Total	666	176	26,557	-	56,031	-	-	-	83,430
<b>R-18</b> Harborview Road Widening - Date St to I75 Ph 2									-
Grants	-	-	-	-	-	-	-	-	-
Grants Pending	-	-	-	-	-	-	-	-	-
Pending Sales Tax 2026	-	-	18,594	-	33,858	-	-	-	52,452
Harborview Road Widening - Date St to I75 Ph 2 Total	-	-	18,594	-	33,858	-	-	-	52,452
<b>R-19</b> Harborview Rd/Kings Hwy Intersection Impvts									-
Ad Valorem (Lighting District)	-	7	143	-	-	-	-	-	150
Grants	148	-	2,352	-	-	-	-	-	2,500
Harborview Rd/Kings Hwy Intersection Impvts Total	148	7	2,496	-	-	-	-	-	2,650
<b>R-20</b> Hillsborough /Cranberry Blvd									-
Gas Tax (Capital)	71	-	-	-	-	-	-	-	71
Road Impact Fees	314	1	3,336	-	-	-	-	-	3,651
Hillsborough /Cranberry Blvd Total	385	1	3,336	-	-	-	-	-	3,721

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior									
	Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total	
<b>R-21</b>	Kings Highway I75 to Desoto									-
	Gas Tax (Capital)	1,505	-	0	-	-	-	-	-	1,505
	Road Impact Fees	1,459	98	8,487	-	-	-	-	-	10,045
	Kings Highway I75 to Desoto Total	2,964	98	8,487	-	-	-	-	-	11,550
<b>R-22</b>	Mid County Transfer Roadway Reconfiguration									-
	Solid Waste Enterprise Fund	1	4	562	-	-	-	-	-	566
	Mid County Transfer Roadway Reconfiguration Total	1	4	562	-	-	-	-	-	566
<b>R-23</b>	Old Landfill Road Safety Improvements									-
	Utility Operations & Maint	10	-	490	-	-	-	-	-	500
	Old Landfill Road Safety Improvements Total	10	-	490	-	-	-	-	-	500
<b>R-24</b>	Sandhill Widening									-
	Gas Tax (Capital)	335	-	(0)	-	-	-	-	-	335
	MSBU/TU Assessments	905	-	(0)	-	-	-	-	-	905
	Road Impact Fees	634	125	18,284	-	-	-	-	-	19,043
	Sandhill Widening Total	1,874	125	18,284	-	-	-	-	-	20,283
<b>R-25</b>	Veterans / Cochran Blvd Intersection Impvts									-
	Gas Tax (Capital)	2	-	-	-	-	-	-	-	2
	Grants	-	-	3,523	-	-	-	-	-	3,523
	Road Impact Fees	11	7	187	-	-	-	-	-	205
	Veterans / Cochran Blvd Intersection Impvts Total	13	7	3,710	-	-	-	-	-	3,730
<b>R-26</b>	Burnt Store Road Area Corridor									-
	Gas Tax (Capital)	3,488	44	(0)	-	-	-	-	-	3,532
	Road Impact Fees	558	-	361	-	-	-	-	-	918
	Burnt Store Road Area Corridor Total	4,046	44	361	-	-	-	-	-	4,450
<b>R-27</b>	Burnt Store Road E/W Connector (new 2 lane road)									-
	Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
	Pending Sales Tax 2026	-	-	-	-	4,409	6,263	34,111	-	44,783
	Road Impact Fees	-	-	-	-	-	-	-	-	-
	Burnt Store Road E/W Connector (new 2 lane road) Total	-	-	-	-	4,409	6,263	34,111	-	44,783
<b>R-28</b>	Burnt Store Road Widening Ph 2									-
	Capital Projects Fund	-	-	-	-	-	-	-	-	-
	Debt Proceeds	18,132	-	-	-	-	-	-	-	18,132
	Developer Contribution	13	-	-	-	-	-	-	-	13
	Gas Tax (Capital)	1,463	(1,150)	(1,216)	-	-	-	-	-	(903)
	Grants	7,294	-	-	-	-	-	-	-	7,294
	Road Impact Fees	17,720	1,449	3,557	222	198	174	149	124	23,592
	Burnt Store Road Widening Ph 2 Total	44,622	299	2,340	222	198	174	149	124	48,128

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior								
	Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>R-29</b>	Burnt Store Road Ph 3								-
	Gas Tax (Capital)	2,498	-	0	-	-	-	-	2,498
	Grants	6,118	-	-	-	-	-	-	6,118
	Road Impact Fees	379	17	88	-	-	-	-	483
	Sales Tax 2009	20,000	-	-	-	-	-	-	20,000
	Burnt Store Road Ph 3 Total	28,995	17	88	-	-	-	-	29,099
<b>R-30</b>	Jones Loop Road North - Roundabout at Piper Rd								-
	Grants	-	-	-	-	4,234	-	-	4,234
	Jones Loop Road North - Roundabout at Piper Rd Total	-	-	-	-	4,234	-	-	4,234
<b>R-31</b>	Piper Road North								-
	Gas Tax (Capital)	0	-	-	-	-	-	-	0
	Grants	729	-	-	-	-	-	-	729
	Sales Tax 2014	11,760	17	719	-	-	-	-	12,496
	Piper Road North Total	12,489	17	719	-	-	-	-	13,225
<b>R-32</b>	Taylor Road Widening/ N Jones Loop to Airport Rd								-
	Pending Sales Tax 2026	-	-	-	-	-	-	-	-
	Taylor Road Widening/ N Jones Loop to Airport Rd Total	-	-	-	-	-	-	-	-
<b>R-33</b>	Taylor Road Widening/ US41 to N Jones Loop Road								-
	Pending Sales Tax 2026	-	-	-	-	-	-	-	-
	Taylor Road Widening/ US41 to N Jones Loop Road Total	-	-	-	-	-	-	-	-
<b>R-34</b>	Gasparilla Rd Connector Sidewalk								-
	Gas Tax (Capital)	-	-	-	-	-	-	-	-
	Road Impact Fees	-	-	335	-	-	-	-	335
	Gasparilla Rd Connector Sidewalk Total	-	-	335	-	-	-	-	335
<b>R-35</b>	CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy								-
	Gas Tax (Capital)	152	-	0	-	-	-	-	152
	Road Impact Fees	2,957	-	-	-	-	-	-	2,957
	Sales Tax 2009	9,689	29	290	-	-	-	-	10,008
	CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy Total	12,798	29	290	-	-	-	-	13,117
<b>R-36</b>	SUN Trail - Cape Haze Pioneer Trail Gillott-Myakka State Forest								-
	Gas Tax (Capital)	-	-	10	210	-	-	-	220
	Grants	-	-	928	-	-	-	-	928
	Grants Pending	-	-	-	10,274	-	-	-	10,274
	SUN Trail - Cape Haze Pioneer Trail Gillott-Myakka State Forest Total	-	-	938	10,484	-	-	-	11,423
<b>R-37</b>	SUN Trail - Cape Haze Pioneer Trail US41-Gillott Blvd								-
	Gas Tax (Capital)	-	-	20	570	-	-	-	590
	Grants	-	-	2,536	-	-	-	-	2,536
	Grants Pending	-	-	-	28,070	-	-	-	28,070
	SUN Trail - Cape Haze Pioneer Trail US41-Gillott Blvd Total	-	-	2,556	28,640	-	-	-	31,196

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>R-38</b>	SUN Trail Cape Haze S. Fork of Alligator Creek Bridge								-
	Gas Tax (Capital)	-	-	5	80	-	-	-	85
	Grants	-	-	822	-	-	-	-	822
	Grants Pending	-	-	-	3,925	-	-	-	3,925
	SUN Trail Cape Haze S. Fork of Alligator Creek Bridge Total	-	-	827	4,005	-	-	-	4,832
<b>S-02</b>	Deep Creek Sidewalks Rampart Blvd/ Rio De Janeiro to Navigator								-
	MSBU/TU Assessments	8	42	584	-	-	-	-	635
	Deep Creek Sidewalks Rampart Blvd/ Rio De Janeiro to Navigator Total	8	42	584	-	-	-	-	635
<b>S-03</b>	Deep Creek Blvd Sidewalks/Rio De Janeiro to Seasons								-
	MSBU/TU Assessments	-	-	140	1,067	-	-	-	1,207
	Deep Creek Blvd Sidewalks/Rio De Janeiro to Seasons Total	-	-	140	1,067	-	-	-	1,207
<b>S-04</b>	Deep Creek Blvd Sidewalks/Seasons to Paramarlbo								-
	MSBU/TU Assessments	-	-	-	-	201	1,480	-	1,681
	Deep Creek Blvd Sidewalks/Seasons to Paramarlbo Total	-	-	-	-	201	1,480	-	1,681
<b>S-05</b>	Englewood East Sidewalks Willmington/ Pannel to Roberta								-
	MSBU/TU Assessments	1,804	-	(0)	-	-	-	-	1,804
	Englewood East Sidewalks Willmington/ Pannel to Roberta Total	1,804	-	(0)	-	-	-	-	1,804
<b>S-06</b>	Greater Port Charlotte Sidewalks/Dorchester								-
	MSBU/TU Assessments	272	10	4,101	-	-	-	-	4,382
	Greater Port Charlotte Sidewalks/Dorchester Total	272	10	4,101	-	-	-	-	4,382
<b>S-07</b>	Greater Port Charlotte Sidewalk Cannolot/ Cochran to Morrison								-
	MSBU/TU Assessments	-	-	-	-	-	103	607	710
	Greater Port Charlotte Sidewalk Cannolot/ Cochran to Morrison Total	-	-	-	-	-	103	607	710
<b>S-08</b>	Greater Port Charlotte Sidewalk Morrison/ Cannolot to Pellam								-
	MSBU/TU Assessments	-	-	-	-	100	593	-	693
	Greater Port Charlotte Sidewalk Morrison/ Cannolot to Pellam Total	-	-	-	-	100	593	-	693
<b>S-09</b>	Greater Port Charlotte Sidewalk Cannolot/ Morrison to Pellam								-
	MSBU/TU Assessments	-	-	-	-	142	840	-	982
	Greater Port Charlotte Sidewalk Cannolot/ Morrison to Pellam Total	-	-	-	-	142	840	-	982
<b>S-10</b>	Gulf Cove Sidewalks								-
	MSBU/TU Assessments	264	-	-	-	2,314	2,695	3,388	8,661
	Gulf Cove Sidewalks Total	264	-	-	-	2,314	2,695	3,388	8,661
<b>S-11</b>	Manasota Key Community Plan								-
	Ad Valorem	2,581	11	282	149	115	78	40	3,275
	Debt Proceeds	-	-	3,642	-	-	-	-	3,642
	Manasota Key Community Plan Total	2,581	11	3,924	149	115	78	40	6,917
<b>S-12</b>	NWPC Sidewalks Chamberlain/US41 to Jacobs								-
	MSBU/TU Assessments	-	75	2,584	-	-	-	-	2,659
	NWPC Sidewalks Chamberlain/US41 to Jacobs Total	-	75	2,584	-	-	-	-	2,659

**Capital Improvement Program Totals  
by Infrastructure Type and Project with Funding Sources  
2026 Adopted CIP**

*(in thousands 000)*

	Prior								
	Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>S-13</b>									
NWPC Sidewalks Chamberlain/ Jacobs to Cambell									-
MSBU/TU Assessments	-	-	542	2,461	-	-	-	-	3,003
NWPC Sidewalks Chamberlain/ Jacobs to Cambell Total	-	-	542	2,461	-	-	-	-	3,003
<b>S-14</b>									
NWPC Sidewalks McCabe/ Chamberlain to Chancellor									-
MSBU/TU Assessments	-	-	-	-	203	1,322	-	-	1,525
NWPC Sidewalks McCabe/ Chamberlain to Chancellor Total	-	-	-	-	203	1,322	-	-	1,525
<b>S-15</b>									
Placida Gasparilla Pines Sidewalk									-
Debt Proceeds	-	-	-	-	-	-	-	-	-
MSBU/TU Assessments	118	0	-	-	-	-	-	-	118
Placida Gasparilla Pines Sidewalk Total	118	0	-	-	-	-	-	-	118

# **SECTION-VI**



# **CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM**

Coordination between the local governments' Capital Improvement Programs (CIPs) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) is essential to ensure that transportation investments are consistent, financially feasible, and supportive of regional priorities. The Charlotte County–Punta Gorda MPO works closely with the City of Punta Gorda, Charlotte County, and other local agencies to align planned transportation projects across all planning documents.

The adopted FY 2025 through FY 2029 City of Punta Gorda Capital Improvements Program was developed to provide guidance for obtaining the physical elements of the "Growth Management Plan" when they are needed and according to the City's ability to pay.

**CAPITAL IMPROVEMENTS PROGRAM**  
**FY 2024 - FY 2028**  
**(All figures in thousands of dollars)**

PROJECT IDENTIFICATION	Page#	TOTAL PROJECT COST	Prior Years' Funding*	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<b>GENERAL FUNDING:</b>								
National Pollutant Discharge Elimination System	1	208	108	20	20	20	20	20
Storm Sewer Reconstruction	2	640	265	75	75	75	75	75
Bridge Repair	3	98	48	10	10	10	10	10
Drainage Improvements	4	4,051	2,551	300	300	300	300	300
Laishley Park Playground & Interactive Fountain	5	1,580	290 **		0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	6	1,410	32 **		0	0	0	0
Wooden/Composite Pathways, Piers, and Docks	7	1,045	395	100	100	150	150	150
Channel and Basin Dredging at Boat Club Area	8	240	40	0	0	0	0	0
King Street Improvements	9	550	48	62 **		0	0	0
Railroad Crossing Rehabilitation	10	1,075	263	187	300	325	0	0
Public Safety Air Conditioning System Replacement	11	250	250	0	0	0	0	0
Historic City Hall (Sale of Belaire and Insurance)	12	12,888	**	750	0	0	0	0
<b>GENERAL FUNDING TOTAL</b>				<b>1,504</b>	<b>805</b>	<b>880</b>	<b>555</b>	<b>555</b>
<b>GRANT FUNDING:</b>								
Freeman House Preservation (\$497,900 from State grant)	13	1,410	498 **		0	0	0	0
Living Shoreline Tiki Point (State grant pending)	14	1,357	**	27	160	431 **		0
Drainage Improvements - Boca Grande Area (3 grants)	15	7,391	3,805 **		0	0	0	0
Channel and Basin Dredging at Boat Club Area	16	240	200	0	0	0	0	0
Complete Street - Cooper Street Improvements (FDOT)	17	3,309	**	0	0	308	0	2,911
<b>GRANT FUNDING TOTAL</b>				<b>27</b>	<b>160</b>	<b>739</b>	<b>0</b>	<b>2,911</b>
<b>PARK IMPACTS:</b>								
Laishley Park Playground & Interactive Fountain	18	1,580	325	100	0	0	0	0
Henry St Property Improvements	19	3,227	**	0	75	75	100	0
Park Improvements (Nature Park)	20	705	355	0	100	100	75	75
<b>PARK IMPACTS TOTAL</b>				<b>100</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>75</b>
<b>MOBILITY IMPACTS (previously Transportation):</b>								
Sidewalk Improvements	21	222	222	0	0	0	0	0
Historic District Infrastructure	22	2,788	0	0	0	213	287 **	
King Street Improvements	23	550	192	248 **		0	0	0
Complete Street - Airport Road Improvements	24	2,289	0	0	0	0 **		100
<b>MOBILITY IMPACTS TOTAL</b>				<b>248</b>	<b>0</b>	<b>213</b>	<b>287</b>	<b>100</b>
<b>PUBLIC SAFETY IMPACTS:</b>								
Public Safety Building Expansion	25	6,950	450 **		300	300	300	300
<b>PUBLIC SAFETY IMPACTS TOTAL</b>				<b>0</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>
<b>SPECIAL USE FUND:</b>								
Ponce de Leon Park Improvements	26	3,300	700 **	**	**	**	**	**
<b>SPECIAL USE FUND TOTAL</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FUNDED PROJECTS</b>				<b>1,879</b>	<b>1,440</b>	<b>2,307</b>	<b>1,317</b>	<b>3,941</b>

\* Prior Years' funding is included for projects that have additional funding FY 24-28 or may not be complete at 9/30/23

\*\* Funding from another source - See CIP detail sheet

<b>PROJECTS WITHIN CITY BOUNDARIES SCHEDULED BY OTHER AGENCIES</b>
US 41 NB Tamiami Trail Williams Street to Peace River Bridge
US 41 SB Tamiami Trail Peace River Bridge to Charlotte Ave
US 41 SB ADA Ramp
US 41 @ Carmalita St Extension

**1% SALES TAX FUND**  
**1% Sales Tax Infrastructure Projects**  
**FY 2023 - FY 2027**  
**(All figures in thousands of dollars)**

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	Projected FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Planned/ Funded	Estimated Grant Application	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
<b>1% SALES TAX REVENUE</b>				<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>1,098</b>	<b>18,674</b>				
<b>EXPENDITURES:</b>													
Harborwalk West - Area 2 - Final Phase	27	3,178	3,178	0	0	0	0	0	3,178	0	0	0	0
Henry Street Sidewalk	28	156	156	0	0	0	0	0	156	0	0	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	29	1,056	950	106	0	0	0	0	1,056	0	0	0	0
Historic City Hall Preservation and Rehabilitation	30	12,638	4,988	6,266	0	0	0	0	11,254	0	750	0	634
Complete Street - Airport Rd Improvements	31	2,289	1,350	0	0	0	0	0	1,350	0	250	0	689
Ponce de Leon Park Improvements	32	3,300	305	0	0	0	0	0	305	0	995	0	2,000
Harborwalk - US 41 SB Bridge Ramp (decorative standards)	33	90	90	0	0	0	0	0	90	0	0	0	0
Harborwalk - US 41 Bridge Approach Lighting (SB)	34	400	0	0	0	0	0	0	0	0	0	0	400
US 41 NB Decorative/safety standards	35	620	120	0	500	0	0	0	620	0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	36	1,410	208	672	0	0	0	0	880	498	32	0	0
Drainage Improvements - Boca Grande Area	37	7,391	2,076	209	0	0	0	0	2,285	3,805	0	0	1,301
Henry St Property Improvements	38	3,227	844	973	0	0	0	0	1,817	0	250	1,000	160
Henry Street Crosswalk	39	539	0	539	0	0	0	0	539	0	0	0	0
ADA Improvements - Citywide	40	1,593	813	130	130	130	130	130	1,463	0	0	0	130
Bayfront Activity Center	41	TBD	0	30	313	0	0	0	343	0	0	0	TBD
Public Safety Building Expansion	42	6,950	0	0	550	2,000	1,882	0	4,432	0	1,350	159	1,009
Historic District Infrastructure	43	2,788	0	0	0	275	550	213	1,038	0	500	1,250	0
Shreve Street Complete Street Improvements	44	445	225	0	0	130	0	0	355	0	0	0	90
Complete Street - Cooper Street Improvements	45	3,309	90	0	0	0	0	0	90	3,219	0	0	0
Complete Street - US 17 Improvements (Cancelled)		0	0	0	0	0	0	0	0	0	0	0	0
Traffic Signal - Burnt Store Rd and Home Depot	46	1,100	0	0	0	0	0	0	0	0	0	345	755
US 41 Complete Street - Airport to Carmalita	47	519	0	0	0	0	0	0	0	0	0	0	519
<b>1% SALES TAX FUNDING TOTAL</b>		<b>52,998</b>	<b>15,393</b>	<b>8,925</b>	<b>1,493</b>	<b>2,535</b>	<b>2,562</b>	<b>343</b>	<b>31,251</b>	<b>7,522</b>	<b>4,127</b>	<b>2,754</b>	<b>7,687</b>
<b>Estimated Projected Carryover - Beg</b>				<b>2,328</b>	<b>(2,203)</b>	<b>698</b>	<b>2,727</b>	<b>4,559</b>					
<b>Estimated Projected Carryover - End</b>				<b>(2,203)</b>	<b>698</b>	<b>2,557</b>	<b>4,559</b>	<b>5,314</b>					
Transfer from Fishermans Village Sale (Special Use Fund)				170	0	0	0	0					
Financing (cashflow purposes only)				3,298	(2,318)	(980)	0	0					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>1,265</b>	<b>1,848</b>	<b>2,727</b>	<b>4,559</b>	<b>5,314</b>					

Schedule covers through December 31, 2026

**UNFUNDED PROJECTS  
CAPITAL IMPROVEMENTS PROGRAM  
FY 2024 - FY 2028  
(All figures in thousands of dollars)**

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	TOTAL REQUESTED FUNDING (UNFUNDED)	APPLY FOR GRANT
<b><i>Only unfunded portion for partially funded projects:</i></b>			
Historic City Hall Preservation and Rehabilitation	48	634	
Drainage Improvements - Boca Grande Area	49	1,301	
Complete Street - Airport Rd Improvements	50	689	
Ponce de Leon Park Improvements	51	2,000	
Harborwalk - US 41 SB Bridge Approach Lighting (decorative star)	52	400	
Henry St Property Improvements	53	1,160	
Bayfront Activity Center	54	Unknown	
Public Safety Building Expansion	55	1,168	
Historic District Infrastructure	56	1,250	Yes
Complete Street - Shreve Street	57	90	
Traffic Signal - Burnt Store Rd and Home Depot	58	1,100	
Complete Street - US 41 - Airport to Carmalita	59	519	
Living Shoreline Tiki Pt Harborwalk	60	758	Yes
<b><i>Fully unfunded projects:</i></b>			
Public Safety Building Fencing	61	100	
Pickleball Court Fence Replacement	62	110	
W. William St. Drainage Improvements	63	140	
Glasgow Avenue Improvements	64	700	
Laishley Pier	65	1,000	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	66	1,500	
Sidewalk Improvement Phase I	67	432	
Unimproved Alleyway	68	750	
Baynard/Vasco Sidewalk Improvements	69	400	
Harborwalk East - Phase II	70	1,500	
Bicycle Capital Improvement Program	71	1,200	
Harborwalk - US 41 NB Bridge Underpass Improvements	72	200	
Virginia Ave Complete St Improvements - Harvey St. to US 41	73	800	
Maud Street Angled Parking	74	275	
Royal Poinciana Improvements Complete St	75	2,500	
Tropicana & Marion Sidewalk Enhancement	76	300	
Historic District Street Lights	77	550	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	78	350	
Historic District Interpretation Markers	79	500	
Harborwalk - Laishley Park Marriage Point	80	750	
Veteran's Park Shade Structure(s)	81	350	
Trabue Park Improvements	82	1,250	
South Punta Gorda Park (Firestation II)	83	1,000	
Harborwalk West - Area 3	84	1,800	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>29,816</b>	

# **SECTION-VII**

## **FDOT Current Federal Obligations – FY 2025 (10/01/2025– 09/30/2026).**

Each year, the Florida Department of Transportation (FDOT) prepares the Federal Obligations Report, which documents all Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds obligated during the preceding federal fiscal year. For FY 2025, this report identifies the transportation projects within the Charlotte County–Punta Gorda MPO planning area that received federal authorization.

A federal obligation represents a formal commitment by FHWA or FTA that allows FDOT or a local agency to proceed with a project phase—such as Project Development and Environment (PD&E), design, right-of-way acquisition, construction, or transit capital and operating activities—and to be reimbursed for eligible expenditures. De-obligations may also occur when project scopes are adjusted or unused funds are returned.

In accordance with 23 CFR 450.334, Metropolitan Planning Organizations are required to publish an Annual Listing of Federally Obligated Projects to ensure transparency in the use of federal transportation funds and to demonstrate consistency between the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

The FY 2025 obligations listing included in this TIP provides a comprehensive summary of all FHWA and FTA obligations within the MPO area, the phases funded, the amounts authorized, and any associated de-obligations. This documentation ensures that the TIP remains compliant with federal requirements and accurately reflects the status and progress of federally funded transportation investments in the region.

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:413042 4  
DISTRICT:01  
ROADWAY ID:01075000

PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17  
COUNTY:CHARLOTTE  
PROJECT LENGTH: 4.232MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2

FUND  
CODE

2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
NHPP

10,032

TOTAL 413042 4

10,032

TOTAL 413042 4

10,032

ITEM NUMBER:431219 1  
DISTRICT:01  
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE  
COUNTY:CHARLOTTE  
PROJECT LENGTH: .272MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND  
CODE

2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SL

-27,766

TOTAL 431219 1

-27,766

TOTAL 431219 1

-27,766

ITEM NUMBER:434965 2  
DISTRICT:01  
ROADWAY ID:01560000

PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75  
COUNTY:CHARLOTTE  
PROJECT LENGTH: 2.445MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND  
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SL

17,543

TOTAL 434965 2

17,543

TOTAL 434965 2

17,543

ITEM NUMBER:435105 1  
DISTRICT:01  
ROADWAY ID:01530000

PROJECT DESCRIPTION:TAYLOR RD FROM JONES LOOP RD TO AIRPORT RD  
COUNTY:CHARLOTTE  
PROJECT LENGTH: 2.046MI

\*NON-SIS\*  
TYPE OF WORK:PD&E/EMO STUDY  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND  
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
TALL

-299,301

TALT

-15,299

TOTAL 435105 1

-314,600

TOTAL 435105 1

-314,600

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:436597 1	PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 3.178MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	1,085,666	
<b>TOTAL 436597 1</b>	<b>1,085,666</b>	
<b>TOTAL 436597 1</b>	<b>1,085,666</b>	

ITEM NUMBER:438262 1	PROJECT DESCRIPTION:SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.136MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARL	-302,401	
<b>TOTAL 438262 1</b>	<b>-302,401</b>	
<b>TOTAL 438262 1</b>	<b>-302,401</b>	

ITEM NUMBER:440442 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.652MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	-124,671	
TALT	-210,143	
<b>TOTAL 440442 1</b>	<b>-334,814</b>	
<b>TOTAL 440442 1</b>	<b>-334,814</b>	

ITEM NUMBER:441517 1	PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.923MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-31,925	
<b>TOTAL 441517 1</b>	<b>-31,925</b>	
<b>TOTAL 441517 1</b>	<b>-31,925</b>	

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**HIGHWAYS**  
 =====

ITEM NUMBER:441524 1 PROJECT DESCRIPTION:TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING  
 ROADWAY ID:01010000 PROJECT LENGTH: .910MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-73
<b>TOTAL 441524 1</b>		<b>-73</b>
<b>TOTAL 441524 1</b>		<b>-73</b>

ITEM NUMBER:441552 1 PROJECT DESCRIPTION:SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74) \*SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING  
 ROADWAY ID:01040000 PROJECT LENGTH: 5.213MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-248
<b>TOTAL 441552 1</b>		<b>-248</b>
<b>TOTAL 441552 1</b>		<b>-248</b>

ITEM NUMBER:441950 1 PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74 \*SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ROUNDBOUT  
 ROADWAY ID:01030000 PROJECT LENGTH: .641MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-9,809
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN		-180,277
<b>TOTAL 441950 1</b>		<b>-190,086</b>
<b>TOTAL 441950 1</b>		<b>-190,086</b>

ITEM NUMBER:446340 1 PROJECT DESCRIPTION:SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT  
 ROADWAY ID:01050000 PROJECT LENGTH: .004MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2025	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC		
TALT		3,021,105
<b>TOTAL 446340 1</b>		<b>3,021,105</b>
<b>TOTAL 446340 1</b>		<b>3,021,105</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS  
=====

ITEM NUMBER:446391 1 PROJECT DESCRIPTION:US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:TRANSPORTATION PLANNING  
ROADWAY ID:01010000 PROJECT LENGTH: .734MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC	
SL	200,000
<b>TOTAL 446391 1</b>	<b>200,000</b>
<b>TOTAL 446391 1</b>	<b>200,000</b>

ITEM NUMBER:446393 2 PROJECT DESCRIPTION:SR 776 AT CHARLOTTE SPORTS PARK \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ADD RIGHT TURN LANE(S)  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	101,276
<b>TOTAL 446393 2</b>	<b>101,276</b>
<b>TOTAL 446393 2</b>	<b>101,276</b>

ITEM NUMBER:446830 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:SIDEWALK  
ROADWAY ID:01010000 PROJECT LENGTH: 1.503MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	1,000
<b>TOTAL 446830 1</b>	<b>1,000</b>
<b>TOTAL 446830 1</b>	<b>1,000</b>

ITEM NUMBER:449652 1 PROJECT DESCRIPTION:SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:SAFETY PROJECT  
ROADWAY ID:01060000 PROJECT LENGTH: 1.020MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	421,890
<b>TOTAL 449652 1</b>	<b>421,890</b>
<b>TOTAL 449652 1</b>	<b>421,890</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS  
=====

ITEM NUMBER:451358 1 PROJECT DESCRIPTION:US 41 AT MIDWAY BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:INTERSECTION IMPROVEMENT  
ROADWAY ID:01010000 PROJECT LENGTH: .148MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	135,657
<b>TOTAL 451358 1</b>	<b>135,657</b>
<b>TOTAL 451358 1</b>	<b>135,657</b>

ITEM NUMBER:451360 1 PROJECT DESCRIPTION:SR 776 AT OCEANSPRAY BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:MEDIAN MODIFICATION  
ROADWAY ID:01050000 PROJECT LENGTH: .636MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	56,282
<b>TOTAL 451360 1</b>	<b>56,282</b>
<b>TOTAL 451360 1</b>	<b>56,282</b>

ITEM NUMBER:452200 5 PROJECT DESCRIPTION:ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93) \*SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ELECTRIC VEHICLE CHARGING  
ROADWAY ID:01075000 PROJECT LENGTH: .536MI LANES EXIST/IMPROVED/ADDED:12/ 0/ 0

FUND CODE	2025
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
GFEV	-2,600,000
<b>TOTAL 452200 5</b>	<b>-2,600,000</b>
<b>TOTAL 452200 5</b>	<b>-2,600,000</b>

ITEM NUMBER:452893 1 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 623246U \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RAILROAD CROSSING  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER22	67,433
<b>TOTAL 452893 1</b>	<b>67,433</b>
<b>TOTAL 452893 1</b>	<b>67,433</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
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=====

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS  
=====

ITEM NUMBER:452893 2 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 623245M  
DISTRICT:01 COUNTY:CHARLOTTE  
ROADWAY ID: PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:RAILROAD CROSSING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT  
ER22

36,695

TOTAL 452893 2 36,695

TOTAL 452893 2 36,695

ITEM NUMBER:452893 3 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 643799V  
DISTRICT:01 COUNTY:CHARLOTTE  
ROADWAY ID: PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:RAILROAD CROSSING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT  
ER22

34,231

TOTAL 452893 3 34,231

TOTAL 452893 3 34,231

ITEM NUMBER:452893 4 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 623234A  
DISTRICT:01 COUNTY:CHARLOTTE  
ROADWAY ID: PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:RAILROAD CROSSING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT  
ER22

15,739

TOTAL 452893 4 15,739

TOTAL 452893 4 15,739

ITEM NUMBER:452967 1 PROJECT DESCRIPTION:CR-775 OVER OYSTER CREEK - BRIDGE NO 010063  
DISTRICT:01 COUNTY:CHARLOTTE  
ROADWAY ID: PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:EMERGENCY OPERATIONS  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
ER22

103,998

TOTAL 452967 1 103,998

TOTAL 452967 1 103,998

FLORIDA DEPARTMENT OF TRANSPORTATION  
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 =====  
**HIGHWAYS**  
 =====

ITEM NUMBER: 453062 1  
 DISTRICT: 01  
 ROADWAY ID:

PROJECT DESCRIPTION: GILLOT BLVD REPAIRS NORTH OF BLITMAN ST  
 COUNTY: CHARLOTTE  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK: EMERGENCY OPERATIONS  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	36,561
<b>TOTAL 453062 1</b>	<b>36,561</b>
<b>TOTAL 453062 1</b>	<b>36,561</b>
<b>TOTAL DIST: 01</b>	<b>1,543,195</b>
<b>TOTAL HIGHWAYS</b>	<b>1,543,195</b>

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**PLANNING**  
 =====

ITEM NUMBER:439316 4  
 DISTRICT:01  
 ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP  
 COUNTY:CHARLOTTE  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK:TRANSPORTATION PLANNING  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-389,354
<b>TOTAL 439316 4</b>	<b>-389,354</b>
<b>TOTAL 439316 4</b>	<b>-389,354</b>

ITEM NUMBER:439316 5  
 DISTRICT:01  
 ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2024/2025-2025/2026 UPWP  
 COUNTY:CHARLOTTE  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK:TRANSPORTATION PLANNING  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC	
PL	790,013
SL	102,547
<b>TOTAL 439316 5</b>	<b>892,560</b>
<b>TOTAL 439316 5</b>	<b>892,560</b>
<b>TOTAL DIST: 01</b>	<b>503,206</b>
<b>TOTAL PLANNING</b>	<b>503,206</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**RAIL**  
 =====

ITEM NUMBER: 456205 1  
 DISTRICT: 01  
 ROADWAY ID:

PROJECT DESCRIPTION: REGENT ROAD CROSSING 623232L  
 COUNTY: CHARLOTTE  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK: RAIL SAFETY PROJECT  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHH	155,648
<b>TOTAL 456205 1</b>	<b>155,648</b>
<b>TOTAL 456205 1</b>	<b>155,648</b>
<b>TOTAL DIST: 01</b>	<b>155,648</b>
<b>TOTAL RAIL</b>	<b>155,648</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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=====

MISCELLANEOUS  
=====

ITEM NUMBER:438261 1	PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2025
-----		-----
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		-20,711
<b>TOTAL 438261 1</b>		<b>-20,711</b>
<b>TOTAL 438261 1</b>		<b>-20,711</b>

ITEM NUMBER:451804 1	PROJECT DESCRIPTION:HURRICANE IAN DISASTER RECOVERY - CHARLOTTE COUNTY	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2025
-----		-----
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		756
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-4,315
<b>TOTAL 451804 1</b>		<b>-3,559</b>
<b>TOTAL 451804 1</b>		<b>-3,559</b>

ITEM NUMBER:452523 1	PROJECT DESCRIPTION:HURRICANE IAN PERMANENT LIGHTING REPAIR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2025
-----		-----
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-35,317
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-130,254
<b>TOTAL 452523 1</b>		<b>-165,571</b>
<b>TOTAL 452523 1</b>		<b>-165,571</b>
<b>TOTAL DIST: 01</b>		<b>-189,841</b>
<b>TOTAL MISCELLANEOUS</b>		<b>-189,841</b>

GRAND TOTAL 2,012,208

# **FDOT - FTA Obligations**

**Charlotte County Transit**

**Charlotte County Transit TPO Annual List of FTA Obligated Projects**

**Charlotte County , Florida**

*FY26 (October 1,2025-September 30,2026)*

<b>FTA Grant Number</b>	<b>Award</b>	<b>County</b>	<b>FTA Grantee</b>	<b>Work Type</b>	<b>Project Description</b>	<b>Total Federal Funds in TIP</b>	<b>Total Federal Funds Obligated</b>	<b>Local Funds</b>
FL-2020-094	9/22/2020	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$79,215.00	\$79,215.00	Transportation Development Credits/General Fund
FL-2021-043	7/22/2021	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$518,441.00	\$518,441.00	Transportation Development Credits/General Fund
FL-2022-047	8/25/2022	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$365,568.00	\$365,568.00	Transportation Development Credits/General Fund
FL-2023-050	8/24/2023	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$749,208.00	\$749,208.00	Transportation Development Credits/General Fund
FL2025-003	1/8/2025	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$2,113,970.00	\$2,113,970.00	Transportation Development Credits/General Fund
FL-2025-068	7/23/2025	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$215,348.00	\$215,348.00	Transportation Development Credits/General Fund
FL-2025-099	11/24/2025	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$3,195,880.00	\$3,195,880.00	Transportation Development Credits/General Fund

# **SECTION-VIII**

## **TIP AMENDMENTS**

This section contains Amendments adopted by the MPO, as required, throughout the period this TIP is in force.

# Public Comments

# Appendix A

## ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic	<b>FDOT</b>	Florida Department of Transportation
<b>AASHTO</b>	American Association of State Highway and Transportation Officials	<b>FGTS</b>	Florida Greenways and Trails System
<b>ADA</b>	Americans with Disabilities Act	<b>FHWA</b>	Federal Highway Administration
<b>ATMS</b>	Advanced Traffic Management System	<b>FIHS</b>	Florida Intrastate Highway System
<b>BIL</b>	Bipartisan Infrastructure Law	<b>FS</b>	Florida Statutes
<b>BOCC</b>	Board of County Commissioners	<b>FSUTMS</b>	Florida Standard Urban Transportation Model Structure
<b>BPAC</b>	Bicycle/Pedestrian Advisory Committee	<b>FTA</b>	Federal Transit Administration
<b>CAC</b>	Citizens Advisory Committee	<b>FTC</b>	Florida Transportation Commission
<b>CARL</b>	Carbon Reduction for Urban population less than 200k	<b>FTP</b>	Florida Transportation Plan
<b>CARM</b>	Carbon Reduction for Urban population more than 200k	<b>FY</b>	Fiscal Year
<b>CCAA</b>	Charlotte County Airport Authority	<b>GA</b>	General Aviation
<b>CDMS</b>	Crash Data Management System	<b>GFEV</b>	General Fund Electric Vehicle Charging
<b>CFR</b>	Code of Federal Regulations	<b>GIS</b>	Geographic Information Systems
<b>CHHT</b>	Charlotte Harbor Heritage Trails Master Plan	<b>IJA</b>	Infrastructure Investments and Jobs Act
<b>CIGP</b>	County Incentive Grant Program	<b>IT</b>	Information Technology
<b>CIP</b>	Capital Improvements Program	<b>ITS</b>	Intelligent Transportation System
<b>CM/TSM</b>	Congestion Mitigation/Transportation System Management.	<b>IMS</b>	Incident Management System
<b>CMP</b>	Congestion Management Process	<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>CMS</b>	Congestion Management System	<b>JARC</b>	Job Access and Reverse Commute
<b>COOP</b>	Continuity of Operation Plan	<b>JPA</b>	Joint Participation Agreement
<b>CRA</b>	Community Redevelopment Agency	<b>LAP</b>	Local Area Program
<b>CST</b>	Construction	<b>LCB</b>	Local Coordinating Board
<b>CTC</b>	Community Transportation Coordinator	<b>LOS</b>	Level of Service
<b>CTD</b>	Florida Commission for the Transportation Disadvantaged	<b>LRTP</b>	Long Range Transportation Plan
<b>CTST</b>	Community Traffic Safety Team	<b>MOA</b>	Memorandum of Agreement
<b>CUTS</b>	Coordinated Urban Transportation System	<b>M&amp;O</b>	Maintenance and Operations
<b>DPTO</b>	Department of Public Transportation Organization	<b>MPA</b>	Metropolitan Planning Area
<b>EST</b>	Environmental Screening Tool	<b>MPO</b>	Metropolitan Planning Organization
<b>ETAT</b>	Environmental Technical Advisory Team	<b>MPOAC</b>	Metropolitan Planning Organization Advisory Council
<b>ETDM</b>	Efficient Transportation Decision Making	<b>NEPA</b>	National Environmental Policy
<b>FAC</b>	Florida Administrative Code	<b>NHS</b>	National Highway System
<b>FAP</b>	Federal Aid Program	<b>TSM</b>	Transportation System Management
<b>FAA</b>	Federal Aviation Administration	<b>UPWP</b>	Unified Planning Work Program
<b>NS/EW</b>	North South/East West	<b>USC</b>	United States Code
<b>PD&amp;E</b>	Project Development and Environmental Study	<b>USDOT</b>	United States Department of Transportation
<b>PE</b>	Preliminary Engineering (Design)	<b>UZA</b>	Urbanized Area
<b>PEA</b>	Planning Emphasis Area	<b>VMT</b>	Vehicle Miles Traveled
<b>PL</b>	Planning	<b>VPD</b>	Vehicles Per Day
<b>PMS</b>	Pavement Management System	<b>YOE</b>	Year of Expenditure

## FDOT FUNDING CODES

<b>PIP</b>	Public Involvement Plan		
<b>PPP</b>	Public Participation Plan	<b>ACSA</b>	ADVANCE CONSTRUCTION (SA)
<b>PTO</b>	Public Transportation Organization	<b>ACSL</b>	ADVANCE CONSTRUCTION (SL)
<b>RFP</b>	Request for Proposal	<b>ACSN</b>	ADVANCE CONSTRUCTION (SN)
<b>R/W , ROW</b>	Right of Way	<b>ACTL</b>	ADVANCE CONSTRUCTION TALL
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users	<b>ACTN</b>	ADVANCE CONSTRUCTION TALN
<b>SEIR</b>	State environmental Impact Report	<b>CM</b>	CONGESTION MITIGATION - AQ
<b>SIB</b>	State Infrastructure Bank	<b>D</b>	UNRESTRICTED STATE PRIMARY
<b>SIS</b>	Strategic Intermodal System	<b>DDR</b>	DISTRICT DEDICATED REVENUE
<b>SR</b>	State Route	<b>DIH</b>	STATE IN-HOUSE PRODUCT SUPPORT
<b>SRTS</b>	Safe Routes to School	<b>DIS</b>	STRATEGIC INTERMODAL SYSTEM
<b>STIP</b>	Statewide Transportation Improvement Program	<b>DITS</b>	STATEWIDE ITS - STATE 100%.
<b>STP</b>	Surface Transportation Program	<b>DPTO</b>	STATE - PTO
<b>STTF</b>	State Transportation Trust Fund	<b>DRA</b>	REST AREAS - STATE 100%
<b>SWFRPC</b>	Southwest Florida Regional Planning Council	<b>DS</b>	STATE PRIMARY HIGHWAYS & PTO
<b>TAC</b>	Technical Advisory Committee	<b>DU</b>	STATE PRIMARY/FEDERAL REIMB
<b>TAZ</b>	Traffic Analysis Zone	<b>DWS</b>	WEIGH STATIONS - STATE 100%
<b>TD</b>	Transportation Disadvantaged	<b>FAA</b>	FEDERAL AVIATION ADMIN
<b>TDM</b>	Transportation Demand Management	<b>FTA</b>	FEDERAL TRANSIT ADMINISTRATION
<b>TDP</b>	Transit Development Plan	<b>GFSL</b>	GF STPBG <200K<5K (SMALL URB)
<b>TDSP</b>	Transportation Disadvantaged Service Plan	<b>GFSN</b>	GF STPBG <5K (RURAL)
<b>TEA-21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century	<b>GMR</b>	GROWTH MANAGEMENT FOR SIS
<b>TIP</b>	Transportation Improvement Program	<b>LF</b>	LOCAL FUNDS
<b>TMA</b>	Transportation Management Area	<b>PL</b>	METRO PLAN (85% FA; 15% OTHER)
<b>TRB</b>	Transportation Research Board	<b>RHH</b>	RAIL HIGHWAY X-INGS - HAZARD
		<b>SA</b>	STP, ANY AREA
		<b>SIBF</b>	FEDERAL FUNDED SIB
		<b>SL</b>	STP, AREAS <= 200K
		<b>SN</b>	STP, MANDATORY NON-URBAN <= 5K
		<b>TALL</b>	TRANSPORTATION ALTS- <200K
		<b>TALN</b>	TRANSPORTATION ALTS- < 5K
		<b>TALT</b>	TRANSPORTATION ALTS- ANY AREA
		<b>TLWR</b>	2015 SB2514A-TRAIL NETWORK

# Appendix B



## TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

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MPO: **Charlotte**

TIP Submittal Date: **3.3.2026**

Review #: **1 draft**

Date of Review: **3.11.2026**

Reviewed By: **Dasha Kosheleva**

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The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

**Editorial:** The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document's approval.

**Enhancement:** Comments may be addressed by the MPO but would not affect the approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

**Critical:** The comment MUST be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized as Editorial, Enhancement, or Critical, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

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### TIP Formatting and Content

- Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption? Address can be listed on the subsequent pages as needed. **Yes** | If yes, page number: **Cover**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the Table of Contents show the title of each section with the correct page number? **Yes** | If yes, page number: **2**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover. **Yes** | If yes, page number: **6**  
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms? **Yes** | If yes, page number: **140**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53] **Yes** | If yes, page number: **8**  
[Choose an item.](#) | [Click here to enter comments](#)
- Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)] **Yes** | If yes, page number: **9**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS] **Yes** | If yes, page number: **108-110**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs? **Yes** | If yes, page number: **9**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP identify the MPO's criteria and process for prioritizing projects from the LRTP (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)] **Yes** | If yes, page number: **9-11**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#). **Yes** | If yes, page number: **9**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] **Yes** | If yes, page number: **95-142**  
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS] **Yes** | If yes, page number: **125-142**  
[Choose an item.](#) | [Click here to enter comments](#)
- Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.) **Yes** | If yes, page number: **25**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification. **Yes** | If yes, page number: **25**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS] **Yes** | If yes, page number: **41-42**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS and 41-2.009(2) FAC] **Yes** | If yes, page number: **12**  
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:
  - ✓ Safety performance measures
  - ✓ System performance measures
  - ✓ Bridge performance measures
  - ✓ Pavement performance measures
  - ✓ State asset management plan, including risk to off-system facilities during emergency events (if applicable)
  - ✓ State freight plan

*If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)] **Yes** | If yes, page number: **Section III, page 27***

- Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:
  - ✓ Safety performance measures
  - ✓ System performance measures
  - ✓ Bridge performance measures
  - ✓ Pavement performance measures
  - ✓ State asset management plan
  - ✓ State freight plan

*If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]* **Yes** | If yes, page number: **Section III, page 27**

[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#). **Not Applicable** | If yes, page number: **xx**

[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP contain projects listed in FDOT's [23 CFR Part 667 Report](#)? If so, does the MPO reference the report in the TIP for that project? **Not Applicable** | If yes, page number: **xx**

[Choose an item.](#) | [Click here to enter comments](#)

### **Detail Project Listing for Five Fiscal Years**

- Does each project in the TIP include the following information?
  - ✓ Sufficient description of the project (type of work, termini, and length)
  - ✓ Financial Project Number (FPN)
  - ✓ Estimated total project cost and year of anticipated funding
  - ✓ Page number or identification number where the project can be found in LRTP (spot check)
  - ✓ Category of Federal Funds and source(s) of non-Federal Funds
  - ✓ FTA section number included in project title or description

**Yes** | If yes, page number: **91-107**

**Critical** | All projects need to be revised using April 7 snapshot amounts.

### **TIP Review**

- What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments. **Select response** | [Click here to enter comments](#)

**MAY 18, 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 9**  
**PUBLIC MEETING: PUBLIC PARTICIPATION PLAN (PPP) UPDATE**

**Purpose:** To approve the Draft Public Participation Plan of the Charlotte County – Punta Gorda Metropolitan Planning Organization.

**Presented by:** MPO Staff

**Discussion:** Federal statute 23 U.S.C. § 134 governs the metropolitan transportation planning process and establishes requirements for public participation. These provisions emphasize the importance of providing meaningful opportunities for public involvement, including holding meetings at convenient and accessible times and locations, allowing adequate time for public review and comment, encouraging broad public input, and ensuring that information is available in accessible formats.

The Public Participation Plan (PPP) is designed to provide a proactive and inclusive framework for engaging the public throughout all stages of the transportation planning process. The Plan was last updated in 2025. While federal statutes do not mandate updates at a specified interval, periodic review and revision are necessary to maintain an effective, transparent, and responsive public involvement process.

The 2026 update to the PPP is intended to refine existing language, improve clarity and ensure that all contact information and outreach methods are current. Additionally, the plan has been updated to comply with legislative changes at the federal level. These updates will support more efficient public engagement and enhance the MPO's ability to effectively communicate with and involve the community.

**Recommendation:** Motion to approve the Public Participation Plan Update.

**Attachment:** [Public Participation Plan Update](#)

# Charlotte County - Punta Gorda Metropolitan Planning Organization

**PUBLIC PARTICIPATION PLAN**  
*Revised 2026<sup>5</sup>*

The collage features a variety of images: a long road stretching into the distance, two kayakers on a river with the text 'I SMILE IN MY HAPPY PLACE', a scenic lake view, a park with palm trees, a road intersection with a yellow sign, a large brick building, a beach at sunset, a signpost, a road with a car, a roundabout, a beach, a sign, a road, a roundabout, a beach, a sign, a road, a roundabout. Below the collage are five icons: a pedestrian on a green background, a bicycle on a blue background, an airplane on an orange background, a car on a teal background, and a bus with a wheelchair on a yellow background.

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Charlotte County - Punta Gorda  
Metropolitan Planning Organization

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This document was coordinated and prepared by MPO staff:

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Bekie Leslie, Administrative ~~Services Assistant~~ ~~Coordinator~~ ~~Supervisor~~

Mark Yaxis, Multimodal Planner

~~Sierra "Ray" Scott, Vacant,~~ Senior Administrative Assistant

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*This document was prepared by the staff of the Charlotte County - Punta Gorda Metropolitan Planning Organization in cooperation with the Florida Department of Transportation and local government agencies.*

*Funding for this document was provided by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the State of Florida Department of Transportation, Charlotte County, and the City of Punta Gorda.*

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## 1. PURPOSE

All decisions or actions made by a transportation planning agency affect someone to some degree. Whether it's a long-range plan to build a major highway or bridge or a short-term road improvement or maintenance project, someone will feel the impact of these actions. In a sense, these impacted people are the Metropolitan Planning Organization's (MPO's) customers, and they deserve every opportunity to communicate their wants and needs on all transportation planning and implementation issues.

This Public Participation Plan (PPP) is designed to provide a proactive public involvement process that includes the dissemination of accurate and timely information to the public, full public access for addressing and commenting on all transportation issues, and opportunities for members of the public to express their views ensuring they are heard, noted, and encouraged. All MPO-directed public involvement activities including this document are consistent with Federal requirements.

There is no "cookie-cutter" approach to informing, involving, and connecting with the public. Every proposed project, improvement or program is different and requires the use of different strategies and goals. Yet, every project has one common aspect: there will be some level of public involvement, ranging from local government notification to public meetings.

Active public involvement leads to transportation improvements which meet community needs and desires. The MPO will utilize this document and subsequent reviews in conducting public participation activities leading up to the adoption of MPO work tasks such as: the Long-Range Transportation Plan (LRTP); LRTP Amendments the Transportation Improvement Program (TIP); and TIP

Amendments. The MPO will undertake efforts to include public involvement aids in the building of a more credible and trusting relationship between transportation agencies and the community they serve through partnering, outreach, active listening, and real two-way communication.

The MPO is cognizant that those groups directly affected by transportation decisions may be the most difficult segments of the metropolitan population to reach. Many citizens, such as members of minority groups, people with low incomes, and transit-dependent individuals are unaware, unable, or for other reasons, do not take advantage of their opportunities to provide input into the planning process on a regular basis. The MPO is aware and committed to rising to the challenge of reaching such citizens and stimulating participatory interest at the grassroots level. A primary goal of the MPO is to provide adequate public notice and sufficient time for public comment at key decision points. This includes outreach efforts for obtaining active public involvement early in the planning and document preparation process.

This report includes the history of public participation by the Charlotte County–Punta Gorda MPO. The plan will discuss and identify the goals, objectives, policies, and procedures relating to public involvement activities and opportunities (both in person and in virtual format). The plan will also outline the assessment and evaluation techniques and concepts to be utilized by the MPO in reaching its constituents. Through these systematic evaluation efforts, the plan will discuss outreach efforts with the goal of improving or adding new public involvement activities wherever possible.

## What is the Charlotte County-Punta Gorda MPO Responsible for?

1. **Long-Range Transportation Plan (LRTP)** – updated every five years, required to address a minimum time horizon of 20 years. The LRTP identifies needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation needs. The LRTP must be multimodal and include, at a minimum, roadway, bicycle and pedestrian and transit infrastructure improvements.
2. **Transportation Improvement Program (TIP)** – identifies transportation projects and priorities that will be pursued over the next five years.
3. **Unified Planning Work Program (UPWP)** – a two-year plan that identifies funding sources for each MPO planning activity and a schedule of activities
4. **Public Participation Plan (PPP)** – provides a framework for public involvement in regard to MPO planning related activities.

The Charlotte County- Punta Gorda MPO places a high value on public involvement. For questions regarding public involvement and to learn more about how you can get involved, [go to our website or](#) contact the MPO Director ~~D'Juan Harris~~[Lakshmi N. Gurram](#) at (941) 883-3535.

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## How To Get **involvedInvolved**



### CALL US

941.883.3535  
8:00 am to 4:00 pm • Monday through Friday



### WRITE TO US

1050 Loveland Blvd. Box C  
Port Charlotte, FL 33980



### EMAIL US

General Inquiries:  
[office@ccpgmpo.gov](mailto:office@ccpgmpo.gov)



### VISIT OUR WEBSITE

[www.ccpmpo.gov](http://www.ccpmpo.gov)



### COME TO AN EVENT

The MPO participates in events throughout the region and hosts workshops for citizens to learn about projects where they work and live. Visit the website to learn more.



### PARTICIPATE IN PERSON

Make a public comment at an MPO Board or committee meeting. Find our calendar of events at [www.ccpmpo.gov](http://www.ccpmpo.gov)

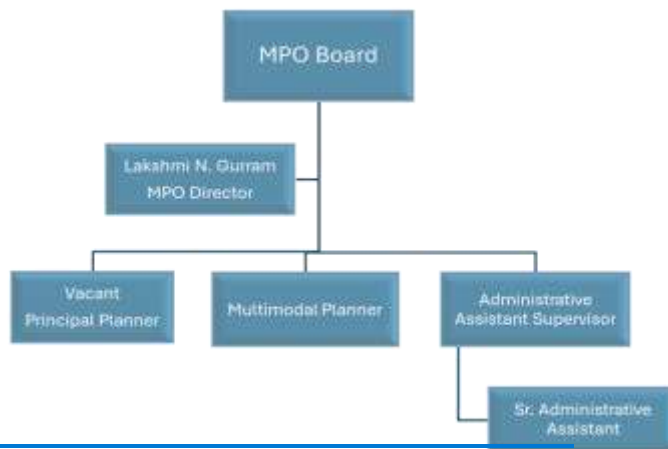


### WRITE TO US

To serve as a representative on an MPO committee call, write or email the MPO office for more information.



## 2. BACKGROUND AND HISTORY OF THE MPO AND PUBLIC INVOLVEMENT



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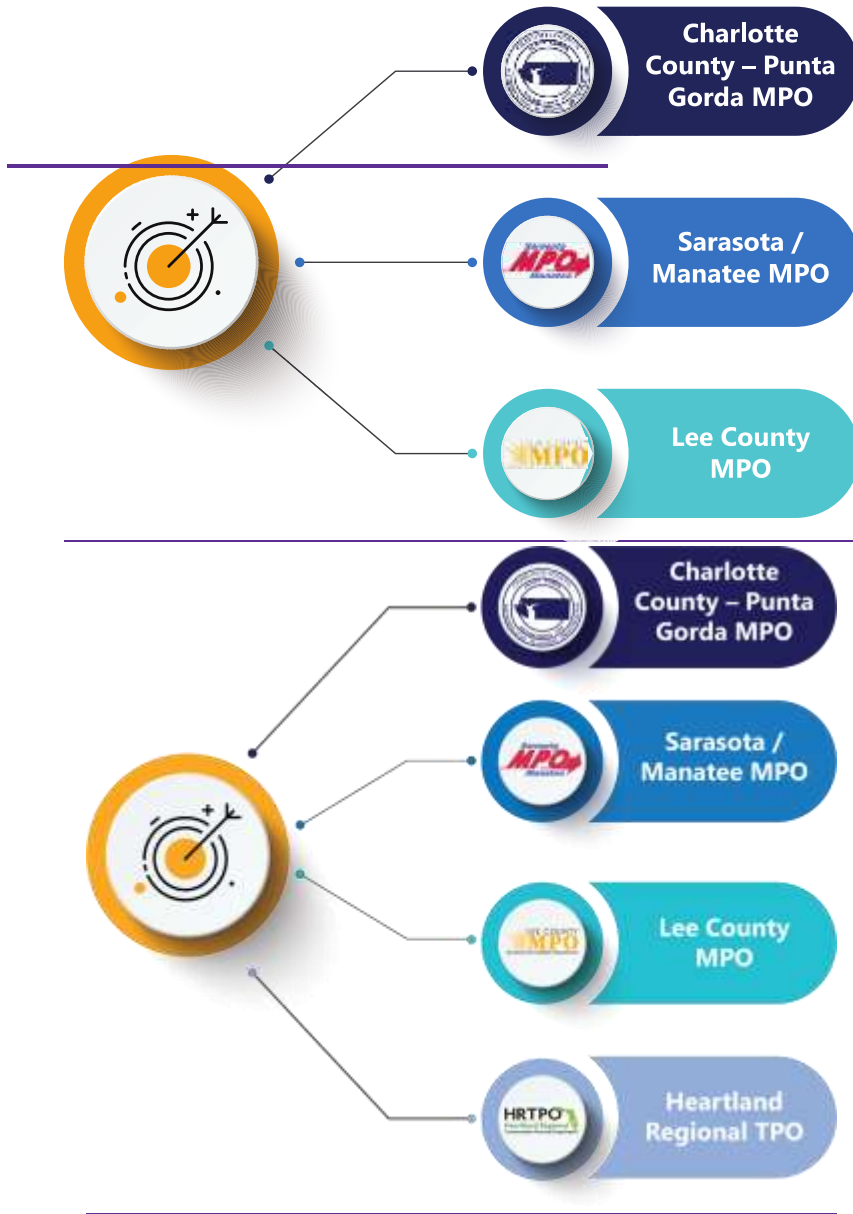
Since its founding in July 1992, the Charlotte County–Punta Gorda Metropolitan Planning Organization MPO's public involvement

policy has evolved and expanded to embrace citizen inclusion in all aspects of transportation planning. Throughout 1994, the

MPO Board adopted several measures and amendments to its Bylaws to increase public participation opportunities. Throughout the mid and late 1990s, such public involvement concepts as the issuance of press

-releases to media outlets on transportation planning issues were established, as well as the establishment of Transportation Fairs with the Florida Department of Transportation (FDOT). Of note is the increased participation and improved analytical review of recommendations by the TAC, CAC and BPAC to the MPO Board. Increased emphasis on public involvement has been incorporated into the LRTP and the Transportation Improvement Plan (TIP).

***a. Charlotte County – Punta Gorda Regional Coordination and Improvement of Public Involvement of the MPOs***



It is the intent and goal of this PPP to ~~assure~~ ensure public access and involvement for all joint regional activities, to integrate and build upon these joint regional objectives and to provide complete information, timely public notice and early and continuous access during the transportation process within the four-county area.

The MPO complies with federal and Florida State requirements in addressing public involvement in transportation planning. The MPO meets public involvement requirements set forth in [Federal 23 C.F.R. 450.316 and 23 U.S.C.](#) and [Florida Statutes 339.175. Chapter](#)

[339 \(F.S.\)](#) requires that citizens, public agencies, and other known interested parties be given the opportunity to comment on the Florida Transportation Plan, and to hold public meetings during the development of major transportation improvements.

The [Federal Highway Administration](#) (FHWA) and [Federal Transit Administration](#) (FTA) encourage optimization of virtual public involvement technologies and techniques for public participation activities related to metropolitan and statewide transportation planning under the applicable statutes, [23 U.S.C. 134-135.](#)

### 3. THE MPO'S ROLE IN PUBLIC INVOLVEMENT — INCLUDING TELECONFERENCES AND ALTERNATIVE PUBLIC INVOLVEMENT STRATEGIES



The MPO's role in public involvement is directed and influenced by Federal, State, and Local laws requirements.

The MPO attempts to provide all interested parties with a reasonable opportunity to comment on all aspects of the planning process (including the TIP and LRTP) as is required.

These requirements attempt to encourage a proactive public involvement process with the added goal of supporting early and continuing involvement of the public in the overall planning process.

Additionally, other evaluation, analysis and development plans including Feasibility

Studies, FDOT's Work Plan, median access and business access plans will follow the requirements and policies as set forth in this plan.

The MPO recognizes that the public has useful opinions, insights, and observations to share with their state and local agencies on the performance and needs of the transportation system and/or on specific projects.

Early and strong public engagement has the potential to accelerate project delivery by helping identify and address public concerns early in the planning process, thereby reducing delays from previously unknown interests late in the project delivery process.



***During the public participation process, the Charlotte County – Punta Gorda MPO will strive to:***

- ❖ Provide timely information about transportation processes and issues to all interested parties including, but not limited to: citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; representatives of users of public transportation; pedestrians; bicyclists; and the disabled, opportunities to comment (in person, by mail, telephone, electronically or virtually.) This includes the use of visualization techniques to aid in describing and conducting transportation planning processes and products of the MPO process.
- ❖ Make available reasonable public access to policy and technical information utilized in the preparation, development, and adoption of proposed transportation plans, such as the LRTP and TIP. This may include administrative changes proposed by the MPO, including project related roll-forward reports. This access includes fully open public meetings at convenient times and locations when planning issues are being considered at all levels of government. Provide adequate public notice of public involvement activities or events, as well as sufficient time for public review and comment at key decision points within the planning process.
- ❖ Provide a summary and analysis if there are a significant number of comments received on any draft transportation plan or document.
- ❖ Demonstrate explicit consideration and response to public input received during the planning and program development process.
- ❖ Seek out the needs of those traditionally underserved (~~environmental justice [EJ] community~~) by existing transportation systems, including but not limited to, low-income and minority households.
- ❖ Periodically review this PPP in terms of its effectiveness in assuring that the process provides full and open access to all, through the use of innovative in-person or virtual public involvement techniques.
- ❖ Coordinate with federal (FHWA and FTA) and statewide (FDOT) public information processes, wherever possible, to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.
- ❖ Coordinate to the extent possible, public participation events, meetings and workshops with meetings and events scheduled by other governmental agencies to maximize their input and reduce logistical conflicts.

### **a. Teleconferences and Alternative Public Involvement Strategies**

Public engagement is a critical component in the decision-making process allowing for meaningful consideration and input from interested citizens. The MPO is mindful that it is expected to continue to provide opportunities for public involvement throughout its planning activities and that these activities be proactive, but flexible in meeting public participation plan requirements. The MPO also understands that some public participation plan activities may be delayed or deferred and be replaced with other engagement strategies to ensure that all sectors of the population have an opportunity to participate and to ensure sufficient and appropriate outreach is maintained.

Early, effective, and continuous public involvement brings diverse viewpoints and ideas into the decision-making process and the MPO recognizes that meaningful public involvement can be attained by integrating virtual tools into its public participation approaches.

Video and audio ~~teleconferences~~**teleconferences**, also known as virtual meetings or internet ~~teleconferencing~~**teleconferencing**, will be utilized to allow for a broader segment of the population to participate. These virtual meetings will be consistent with ~~regulatory~~



~~regularly~~ scheduled or special in-person meetings and used in lieu of physical in-person meetings. The MPO staff, the MPO Board, the [Citizens' Advisory Committee \(CAC\)](#), the [Technical Advisory Committee \(TAC\)](#), the [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and the [Transportation Disadvantaged Local Coordinating Board \(LCB\)](#) will utilize teleconference software applications (such as GoToMeeting and Microsoft Teams) during states of emergency as authorized by the Governor of the State of Florida. These new opportunities for information sharing and public involvement in the transportation planning, programming, and project development process may include, but are not limited to telephone town hall, online meetings, pop-up outreach, social meetings/ meeting-in-a box kits, story maps, quick videos, crowdsourcing, survey tools, real-time polling tools, and visualizations.

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To this end the MPO will follow guidance to conduct public involvement using communication media technology in a manner consistent with all Federal and State orders and directives including:

- ❖ Recognize the emergency situation calling for alternative public involvement strategies. During this time, meetings will be publicly posted, and public ~~comment~~ comments will be available by electronic, mail, telephone or virtual means
- ❖ Confirm that virtual tools maintain transparency and access to transportation planning activities that closely replicate in-person public involvement opportunities
- ❖ Specify the alternative public involvement strategies to be used, including time periods for public comment and MPO responses to the comments
- ❖ Ensure that the public involvement strategies are inclusive to the extent possible ~~that~~ that they comply with emergency executive orders to protect public health

The MPO also understands that workplace collaboration software and videoconferencing and messaging functions may have some drawbacks when it comes to virtual public meetings. While the following weaknesses have been identified, the MPO will continue to research and investigate future technological advancements to engage the public during every step of the planning process

- ❖ A significant number of participants and residents with limited internet access often eliminates the option for participants to provide comments
- ❖ Technological barriers to participation occur when there are still residents who may not be comfortable downloading meeting software or navigating the software these tools can provide

Given these risks and the associated negative outcomes possible with virtual meetings and related participant technological prowess, the MPO has developed some guidelines to engage the public by supplementing face-to-face information sharing including:

- ❖ Provide technological and presentation support for multiple remote presenters and participants
- ❖ Provide public comment opportunities
- ❖ Allow and improve upon citizen participation with ease-of-use login, password, or download access formats
- ❖ Provide access for residents with limited internet ~~access~~ access and the ability to call into meetings
- ❖ Support an unlimited number of virtual public participants where practical
- ❖ Provide online, text or phone-based survey and polling tools, including private comment options at MPO workshops and other virtual public involvement forums.

Below is a graphic of the MPO’s Conceptual Framework goals and promises for public participation.

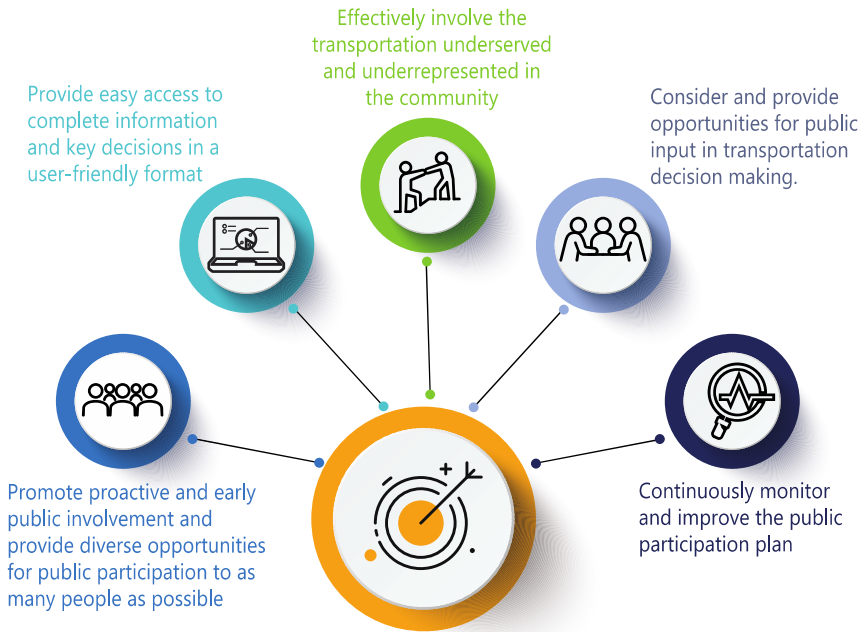
### The Spectrum of Public Participation — Conceptual Framework



#### **4. PUBLIC INVOLVEMENT POLICIES, GOALS AND OBJECTIVES INCLUDING FEDERAL REQUIREMENTS AND TITLE VI LIMITED ENGLISH PROFICIENCY (LEP) REQUIREMENTS**

Inclusive public participation is a priority consideration in the MPO planning process including MPO plans, studies, and programs. The MPO must and will ensure that all segments of the population have the opportunity to be involved in any MPO sponsored public participation opportunity. On August 11, 2000, President Clinton signed the Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. Subsequent US Department of Transportation (DOT) guidance explicitly identifies MPOs as organizations that must follow Limited English Proficiency (LEP) guidelines in order to continue receiving federal financial assistance in any form (Appendix V). The intent of the MPO's LEP Plan is to ensure access to the planning process and information published by the MPO where it is determined that a very small number of residents (approximately 1%) in the Charlotte County Punta Gorda planning area do not speak or read English proficiently.

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Inclusive public participation is a priority consideration in the MPO planning process including MPO plans, studies, and programs. The MPO must and will ensure that all segments of the population including LEP persons have the opportunity to be involved in any MPO sponsored public participation opportunity. As new Census data becomes available the MPO will monitor changes in the LEP population and adjust its LEP policy accordingly. If warranted in the future, the MPO will consider the feasibility of public participation techniques to reach the LEP population.

These techniques and concepts include:

- ❖ the translation of key elements of the MPO web site, including future public participation opportunities
- ❖ the pursuit of other user friendly multi-lingual software applications compatible with the web content management systems currently used by the MPO and
- ❖ the translation of executive summaries for key MPO documents such as the Long Range Transportation Plan (LRTP) and this Public Participation Plan (PPP)

Notifications including newspaper advertisements, meeting place signage, or public outreach materials distributed at public participation events will also be considered for translation. All translated public participation materials will be user friendly, appealing, and easy to understand.

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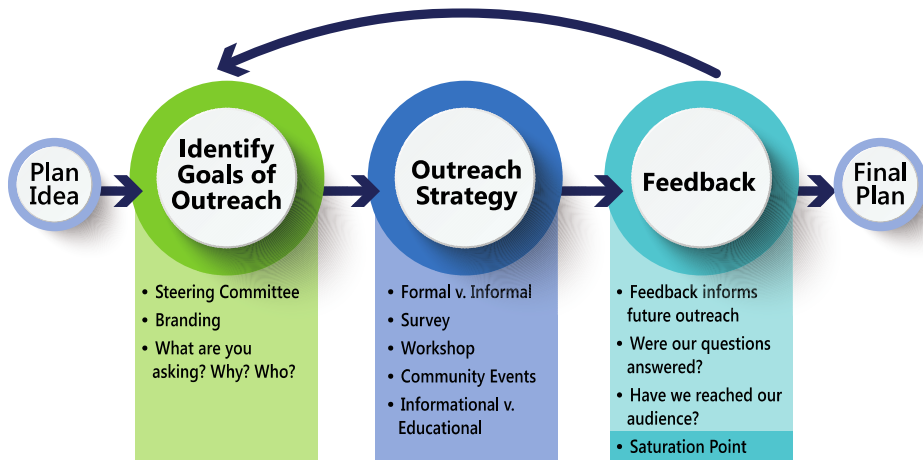
**To meet these goals, the MPO is committed to providing:**

- ❖ Early and continuous public involvement
- ❖ Inclusionary practices in activities and notification
- ❖ Consideration of the needs of the traditionally under-served
- ❖ Collaboration with other agencies, local governments, private sector transportation entities, and non-MPO officials
- ❖ Convenient meeting times and locations
- ❖ Reasonable access to information
- ❖ Timely notice of public involvement activities, including appropriate review and comment periods
- ❖ Acknowledgment and consideration of public comments

**Furtherance to these goals, it is the intent and will be the practice of the MPO to conduct an open and accessible planning process that:**

- ❖ Meets federal, state, and local requirements, including the rapid implementation of new legislation, and guidelines as it relates to future public participation directives.
- ❖ ~~It is~~ proactive, clear, and concise in identifying areas with concentrations of ~~minority~~ minorities, young families and the economically disadvantaged.
- ❖ All meeting sites will be centrally located, handicapped accessible, and have audio/visual equipment on location to facilitate and embellish project or proposal descriptions.
- ❖ Provide a variety of mechanisms to solicit participation and involvement including easy-to-use virtual public participation techniques and training support efforts to allow citizens to access and comment on all public meetings.
- ❖ Uses a variety of outlets to increase public awareness and increase attendance at MPO sponsored meetings and events. All MPO public participation events are posted on the MPO website including all public meetings, planning documents, maps, and MPO staff contact information.
- ❖ Analyzes and reviews all comments received from all formats including communication media technology.
- ❖ Provides “early and often” input opportunities in the development of major transportation planning documents, policy issues and project proposals.
- ❖ Has on-going communication between MPO staff and the community-at-large through well organized and open meetings including clearly written and accessible reports, meeting agenda items, meeting minutes, and programs through their completion and implementation.
- ❖ Uses all forms of media including the internet to reach out to the widest audience.
- ❖ Attempts to honor requests for information and meeting notices in other languages, when given 10 business days advance notice of such requests.
- ❖ ~~Ensures~~ Ensure that the views of those ~~traditionally underserved by transportation~~ economically constrained and resource limited communities and their organizations are solicited.

**The Public Participation Plan (PPP) 3-step Outreach Process and Conceptual Framework Goals and Objectives:**



This process is based on the understanding that:

- ❖ Participation levels will vary
- ❖ Some individuals and groups don't realize that they have a stake
- ❖ Different interests are motivated to participate at different stages of the process
- ❖ The Charlotte County–Punta Gorda MPO's PPP needs to be flexible enough for all changing situations and conditions
- ❖ The Charlotte County Citizens' Advisory Committee (CAC) is a critical link to the public participation

**MPO Policies:**

Federal law requires that the public involvement process be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. A key provision requires that all MPOs develop and utilize a PPP that will provide a 45-day comment period for all interested parties. All public involvement ~~activities~~activities, whether conducted in person or by virtual methods will adhere to the following set of requirements and guidelines:

- ❖ Provide a 30-day public comment period, if feasible, and advertise at least once in a local newspaper detailing public meetings, or public participation ~~opportunities~~opportunities, including opportunities to comment and express opinions on the LRTP and TIP. The MPO's website will also post all opportunities for public ~~comment~~comments to meet these guidelines.

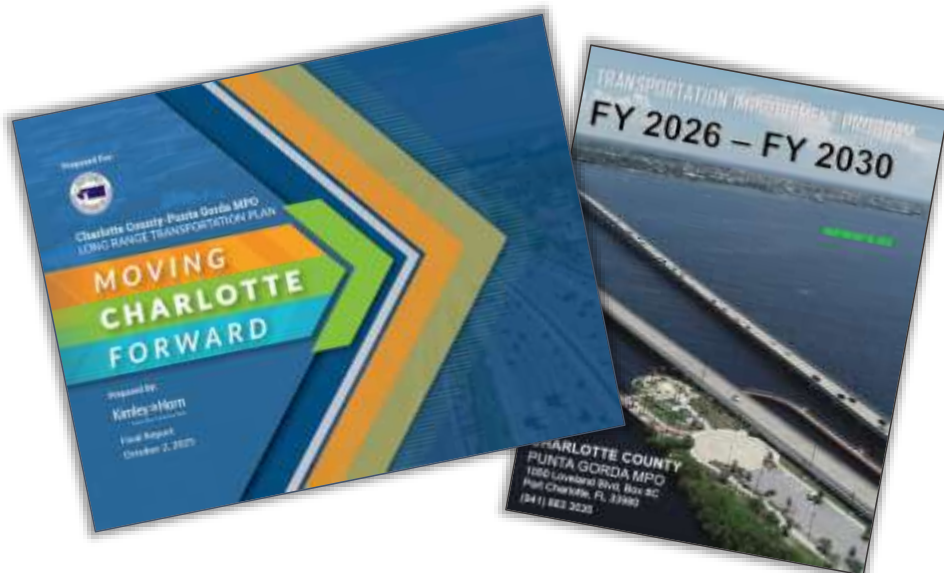
- ❖ For LRTP and TIP amendments, the MPO will strive to meet the 30-day public comment period, although there may be exceptions to this comment period for these amendments as meeting schedules, funding timetables, agency guidance, and contractor scheduling may be such that project delays could result in not meeting the public comment period notice guidelines.
- ❖ Hold public meetings on proposed adoption of the LRTP and TIP.
- ❖ Provide timely notice and reasonable access to information about transportation issues and processes including the use of virtual meeting/communication technology.
- ❖ Employ visualization techniques to describe the LRTP and TIP.
- ❖ Make public participation, related technical information and meeting notices available through accessible means and formats. These include the World Wide Web and electronic mail use of the internet (such as the MPO website) and email.
- ❖ Hold public meetings at convenient and accessible locations and times, including the scheduling of virtual meetings.
- ❖ Seek out and consider the needs of those traditionally underserved communities with constrained opportunities to transportation by the existing transportation system, such as low income and minority households (environmental justice population).
- ❖ Include public participation activities that ensure equality among all citizens. The MPO is committed ensuring balanced and healthy environmental outcomes and access to the concept of Environmental Justice (EJ) [Executive Order (EO) 12898] and will ensure that the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes public participation consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. Demographic data review and analysis will be performed when proposed plans and proposals could impact EJ-constrained populations. Public participation plans that promote access to public information and scheduled events for minority and low-income communities will be developed.
- ❖ Demonstrate explicit consideration and response to public input received during the development of the LRTP and TIP. All revisions to the LRTP and TIP will always include procedures consistent with this PPP. During TIP and LRTP Development, the MPO will provide public participation opportunities to public agencies, users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers, freight transportation services, private providers of transportation and users of public transit.
- ❖ Include a summary of significant comments received on the draft LRTP and TIP as part of the final document. This includes periodic reviews of the LRTP by MPO Boards, their Advisory Committees, and the public during the preparation of the document, interim tasks and final draft plan preparation.
- ❖ Continue to prepare a list of project priorities for FDOT review, by October 1 of each year. The list will continue to be reviewed by the MPO's TAC and CAC

Advisory Committees before approval by the MPO Board and submittal to FDOT.

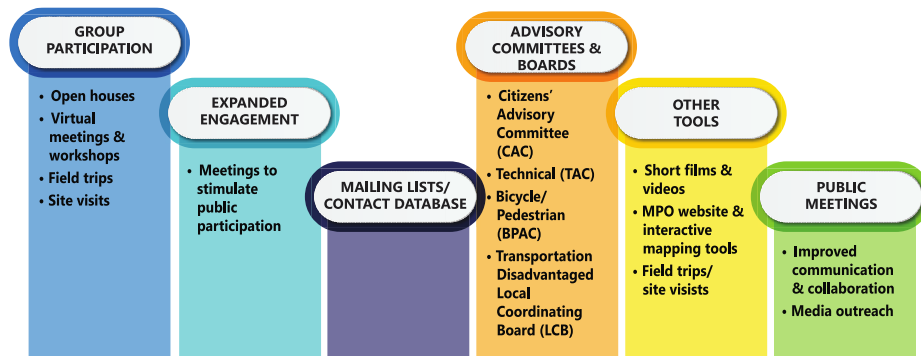
- ❖ Compile an annual listing for public review, of projects for which Federal funds have been obligated in the preceding year.
- ❖ Periodically review the [FDOT MPO Program Management Handbook](#) and Federal Highway Administration (FHWA) guidelines, including virtual public involvement initiatives for additional requirements, authority, Plan development and activities.
- ❖ Make readily available the TIP and LRTP for public review in hard copy, electronically accessible formats and readily obtained on its website.
- ❖ Periodically review the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open process including adherence to all aspects of [Florida’s Government in the Sunshine Law \(F.S. 286.011\)](#).
- ❖ Adhere to the [“Jessica Lunsford Act” \(F.S. 1012.465\)](#). This Act requires background checks of all ~~persons~~people entering school grounds when children are present. The MPO will consult the Charlotte County Legal Department before planning to hold any meeting or public participation event on school property.
- ❖ Ensure project documents are available in written and electronic formats.
- ❖ Provide a copy of MPO related planning material including meetings, plans, proposals and public participation events via US mail to anyone who requests a copy within seven (7) days of the meeting to ensure delivery and review time for recipients.
- ❖ When available and feasible, PowerPoint presentations will also be posted on-line to provide the public with a more reader-friendly way to learn about the project.

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## 5. DESCRIPTION OF PUBLIC PARTICIPATION ELEMENTS



### a. Mailing Lists/Contact Database

The MPO will maintain a reasonably current and up-to-date database of individuals and agencies to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and provide their input.

All meeting announcements, as well as public workshops, public meetings, and specific



public information and input ~~meeting~~ meetings are placed on the website as soon as dates are finalized. E-mail notifications of

meetings and workshops are sent to MPO Committee members and interested citizens to further improve participation and input.

The MPO continues to seek more public participation from the traditionally underserved community. The MPO continually discusses with minority and younger aged citizens contact opportunities the MPO could use to increase public participation of this age group.

The MPO is responsive to all citizen requests for meeting agendas, meeting minutes and any other MPO prepared planning document. These requests are sent electronically or by mail when requested. The MPO is also cognizant that many MPO staffed Board and Committee ~~members~~ members, and their constituency do not have access to e-mail. These members are notified of public participation events through more traditional agenda packet, mailing, and telephone contact methods.

### ***b. Meetings to Stimulate Public Participation***

Various meeting types will provide the MPO with opportunities for early and continuous input into the transportation planning process. The MPO has always and will continue to hold public meetings leading to the adoption of the LRTP and TIP. All parties interested in attending and commenting on these planning documents are encouraged to

do so, including citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, pedestrian walkways, bicycle transportation facilities and the disabled.

### ***c. Open Houses/Workshops/Virtual Meetings and Workshops***

An open house or workshop is a forum where people receive information and provide input about a transportation plan or project. Workshop forums have worked well for the MPO where citizens receive information and explanations about a plan or project on a one-to-one or small group interaction basis. Attendees glean information from displays and exhibits and from talking to MPO staff or their

consultants. In this type of forum, citizens often express their comment and concerns in writing on “Evaluation/Comment Forms” ([Appendix I](#)).

Innovative virtual public involvement techniques with a platform to inform the public and receive feedback will be used when in-person workshop forums cannot be utilized. These new opportunities for virtual information sharing and public involvement in the transportation planning, programming, and project development process may include, but are not limited to telephone town halls, online meetings, pop-up outreach, social meetings/meeting-in-a box kits, online mapping tools, short videos, survey tools and real-time polling tools.



**Benefits to using virtual workshops include:**



**Procedures the MPO will utilize to ensure the MPO meets current Federal and State requirements related to virtual public involvement include:**

**a. Field Trips/Site Visits**

Many proposed actions look very different when people are out in the field looking at the issue or situation. It is one thing to



discuss impacts when they are an abstraction or an image in peoples’ heads, and quite another to engage with the actual reality on the ground. The key point is that citizens build mental concepts on what the impact of a project will be and then, participate in public participation forums based on those images. Field trips provide an opportunity for people to match their mental images to the reality of the actual situation.

**b. Short Films and Videos**

The MPO has made short videos. ~~One such MPO~~ short video first screened in February 2020 in support ~~if of~~ the 2045 Long-Range Transportation Plan (~~L RTP~~) ~~L RTP~~ and will continue to utilize the services and professional staff of CC-TV-20-Charlotte County’s government access television station. The station provides viewers access to MPO Board Meetings; Board of County Commissioners (BCC) meetings; Punta Gorda City Council meetings; other civic meetings; Special documentaries and timely news-magazine stories along with local, state, and national satellite programming. The MPO also utilizes

rolling message scripts on this station to recruit representatives for vacant LCB, ~~Board and~~ CAC, and BPAC Committee seats, as well as announce opportunities to attend public involvement events.



### **c. Public Meetings**



Generally, MPO public meetings are more structured than the open house/workshop public participation format. The MPO will use either in-person or a virtual format when an emergency necessitates the need to meet specific MPO objectives. A formal agenda will be prepared to structure the topics to be covered and to provide live input from the attending participants. Roll call votes required of the MPO Board for adoption of the Long-Range

Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP), including any amendments, will be conducted and placed in the public record. Documents/policies to be adopted are made available in public libraries and are available on the MPO website.

The MPO also uses public meetings to help understand and monitor community reaction and support to transportation planning proposals. This in turn aids the MPO in diminishing public controversy and misunderstandings. The MPO has observed that public meetings have resulted in citizens proposing viable solutions to solve complex transportation planning issues, as well as offering “average citizen” concerns.

### **d. Notices for Public Meetings, Workshops, and Public Participation Events**

All MPO-generated meeting notices and announcements will describe the meeting purpose, sponsor, time, place, and answer the questions of who, what, when, where and how. All MPO Board Meetings, Advisory Committees, public workshops, public meetings and any special meetings called by the MPO, or informational or educational purposes held within the community for presenting plans, gathering public input and public participation shall

generate notices of public meeting by the MPO. The MPO website will also be used to promote regular and special meetings, planning studies, publications, and work products such as the TIP, and the LRTP. Additionally, the MPO will continue to publicize all MPO Board, MPO Advisory Committee Meetings and all special meetings, including all public meetings, and public workshops on the transportation planning process.

### **e. Meeting Agendas**

An agenda sets the course for a meeting and attempts to inform attendees of the topics and concepts to be discussed, and the progression of these topics.

Opportunities are provided for public participation in these agendas and include the opportunity for members to suggest new topics and issues to be presented and discussed at the next meeting.

All MPO Board and Advisory Committee Agendas and meeting packets including meeting minutes will be posted on the MPO website.

Staff virtual workplace collaborative efforts have demonstrated that the use of a virtual meeting presenter can greatly improve the flow, participant understanding and effectiveness of these meetings.

The presenter, an MPO staff member, reviews ground rules, works remotely to display the current agenda item being discussed on screen throughout the meeting, providing on-screen information as questions arise and advance/reverse informational slides to allow for a more concise and effective presentation.

### **f. Information (MPO Website and Interactive Mapping Tools)**

In the ever-expanding information age, the use of the internet, electronic mail and fax machines are routinely used to reach the public. The MPO continually revises and strives to improve its website for users to easily and quickly find MPO related information and planning activities.

Easy to navigate dropdown menus including archived and recent meeting agenda packets, meeting minutes, the MPO event calendar, and a revised set of federal, state, and local transportation planning links. Also posted are the most current planning documents including the annually updated TIP, the 2045 LRTP, and related amendments. With the advent of the use of virtual meeting formats beginning in April 2020, the MPO provides audio and visual meeting access

links for website visitors to ~~utilize~~ utilize accessing software for remote meetings. This virtual communication format will continue to play an increasing role in future public involvement outreach efforts including annual TIP and 2045 LRTP development.

*Google Earth* maps are utilized on the “Contact Us—*Connect with Us*” dropdown menu to aid users in pinpointing the location of their concerns and comments to better aid MPO staff in understanding the issue or concern.



Since 2017 and in conjunction with the preparation of the Charlotte County Regional Bicycle and Pedestrian Plan, the MPO has used interactive mapping tools as an electronic public engagement tool. Wikimapia is a privately owned open-content collaborative mapping project that utilizes an interactive, clickable web map with a geographically referenced system. The data in Wikimapia and similar techniques [is/are](#) derived from voluntary crowdsourcing. All users are allowed to add a place on the Wikimap layer. Using a simple graphical

editing tool, users are able to draw an outline or polygon that matches the satellite image layer underneath. Each object or tag has [specific information/specific](#) fields which include categories, a textual description, street address, and a related map-based link. Users are likewise capable of uploading several relevant photos. Interactive mapping tools public involvement will be used to solicit public opinion to target specific areas and locations for inclusion in the MPO's 2045 Long-Range Transportation Plan (LRTP).

### **g. Media Outreach**

Media outreach is a continuing activity by the MPO staff to keep the public informed and updated about the MPO and its projects and milestones.

The MPO strives to encourage the media to highlight transportation issues and to increase public awareness of the transportation planning process. As needed, media briefings have been and continue to be conducted to update the media regarding the transportation planning process and in response to media requests for interviews. The MPO will participate in this media outlet whenever possible to inform the



public of the MPO's role in the transportation planning process and to inform the public [on/of](#) opportunities to participate in the MPO planning process.

To facilitate improved access for County residents and coordination with County related planning functions MPO Board meetings are videotaped and shown twice a week on the local government access television station (Comcast Channel 20). The MPO anticipates increased public involvement, and participation in response to these public access improvements and will monitor and evaluate their effectiveness and target improvements and enhancements.

### ***h. Citizens' Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Committees and Transportation Disadvantaged Local Coordinating Board (LCB)***

These boards and committees provide a public perspective to the MPO process and strives to represent public views to the MPO Board. As part of the MPO structure, the role played in the public participation process by the CAC, TAC, BPAC, and LCB cannot be underemphasized, as they provide the link between the MPO Board and the community's citizens. These committees are a critical link in aiding the MPO to meet the goals and objectives outlined in this plan.

All MPO planning documents including the TIP and LRTP are presented to the

CAC, TAC, BPAC, and LCB as formal agenda items during regularly scheduled meetings for their information, consideration, endorsement, support and input.

All advisory committee and board meetings, either in-person or virtual, are open to the public and can be accessed using audio and visual links provided on the MPO website. Citizens are encouraged to contact the MPO for help in accessing any virtual or in-person meeting and public participation event scheduled.



***i. Written and Electronic Forms of Communication including Brochures, and Evaluation/Comment Forms***

The MPO updates its two informational brochures on a regular basis. “This is Your MPO” describes the MPO’s overall function and responsibilities and the “Charlotte County Bicycle/Pedestrian Map” displays the existing bike and pedestrian sidewalks and trails within the County.

The most common and in many cases the most effective way for the public in general to relate their ideas and input is through written comments. Public comments can help build an understanding of community issues, which must be considered in designing transportation solutions that fit community needs. Additionally, the information gleaned from public comments can serve as an excellent record for future project phases.



***j. Public Participation Techniques and Performance Measures of Effectiveness (MOE)***

Federal legislation requires that MPOs periodically review the effectiveness of their public involvement process. All MPOs are mandated by law to focus on

performance objectives and measures. The MPO has identified five (5) objectives to ensure that the mobility needs of the community are addressed.



## 6. CONCLUSION

Public input offers the MPO an opportunity to understand a community's values so it can better seek to avoid, minimize, or mitigate impacts from agency decisions. This PPP addresses the MPO's public involvement practices during decision-making and program implementation activities. The fundamental premise of this plan is that, in all of its programs, the MPO recognizes that it is vital to provide for meaningful public involvement, whether in an in-person or virtual format. Openness to the public furthers the MPO's mission by increasing its credibility and improving agency decision making.

The guidelines and tactics outlined in this PPP will be implemented for all MPO planning activities. This document also provides guidance and tools to comply with federal and state statutes and regulations under Title VI, ~~including environmental justice (EJ), limited English proficiency (LEP)~~ and the Florida Sunshine Law.

The MPO continues and is certainly willing to remain open to new ideas from stakeholders, and to incorporate them where appropriate. The MPO remains cognizant of its mission of providing plans and an environment where a safe, efficient, cost-effective transportation system can flourish in Charlotte County.

## 7. APPENDICES

### APPENDIX I

[Charlotte County-Punta Gorda MPO Public Engagement Survey](#)

### APPENDIX II

[Acronyms](#)

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### APPENDIX III

[Charlotte County-Punta Gorda Metropolitan Planning Organization and Sarasota/Manatee Metropolitan Planning Organization Joint Regional Public Involvement Process Component](#)

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### APPENDIX IV

[Regional Public Involvement Plan Between the Lee County and Charlotte County – Punta Gorda MPO's](#)

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### APPENDIX V

[TITLE VI PROGRAM Charlotte County-Punta Gorda MPO](#)

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[Appendix A – Title VI/Nondiscrimination Assurance](#)

Field Code Changed

[Appendix B – MPO Organizational Chart](#)

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[Appendix C – Title VI Program Activity Log](#)

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**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 10  
CHAIRS' REPORT**



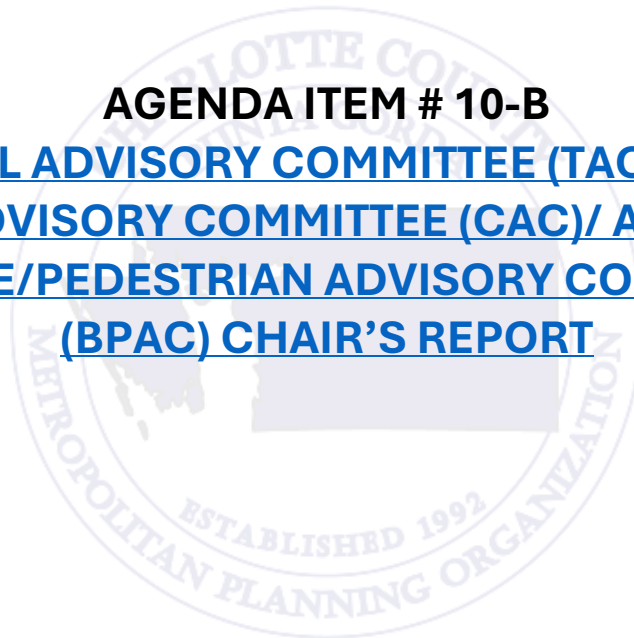
**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 10-A**  
**MPO BOARD CHAIR'S REPORT**



MAY 18, 2026  
MPO BOARD MEETING

**AGENDA ITEM # 10-B**  
**TECHNICAL ADVISORY COMMITTEE (TAC) CITIZENS'**  
**ADVISORY COMMITTEE (CAC)/ AND**  
**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**  
**(BPAC) CHAIR'S REPORT**





**CHARLOTTE COUNTY - PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
MINUTES OF APRIL 23, 2026  
JOINT MEETING OF THE  
TECHNICAL ADVISORY COMMITTEE (TAC)  
CITIZENS' ADVISORY COMMITTEE (CAC)  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

**MEMBERS PARTICIPATING (IN PERSON)**

**TAC**

Robert Fakhri, TAC Chair, Charlotte County Public Works  
Carl Benge, City of Punta Gorda Urban Design  
Heidi Maddox, Charlotte County Transit  
Louis Long III, Charlotte County Public Schools (Alternate)  
Glenn DiSabatino, Punta Gorda Airport Authority  
Sgt. Dustin Paille, Charlotte County Sheriff's Office  
Shaun Cullinan, Charlotte County Community Development  
Don Scott, Lee County MPO

**CAC**

Diane Quilty, CAC Chair, Mid County  
Jill Hartman, CAC Vice-Chair, West County  
Pauline Klein, At-Large  
Priya Ahluwalia, South County  
Richard Russell, At-Large  
Stephen Rabinowitz, Mid County

**BPAC**

James Stein, West County  
Pauline Klein, At-Large  
Jan Dick, South County

**MEMBERS ABSENT**

**TAC**

Kay Tracy, Charlotte County Economic Development Office  
Bryon Clemens, City of Punta Gorda Public Works  
Anthony Friedman, City of North Port Planning and Zoning

Patrick Fuller, Charlotte County Emergency Management  
Misty Servia, DeSoto County

**CAC**

Sam Besase, West County (Excused)  
Steve Schoff, West County (Excused)  
Dr. Mary Ellen Kiss, South County  
James Kunard, South County (Excused)  
Steve Hurt, Mid County (Excused)

**BPAC**

Laura Rossi, BPAC Chair, Mid County (Excused)  
Brian Blankinship, BPAC Vice-Chair, South County (Excused)  
David Cormier, West County  
Phillip Pfaeffli, Bicycle Business (Excused)

**OTHERS PARTICIPATING IN PERSON\*\***

Lakshmi N. Gurram, MPO Director  
Mark Yaxis, MPO Multimodal Planner  
Bekie Leslie, MPO Administrative Assistant Supervisor  
Donnie Werden, Charlotte County School Transportation  
Norma Garcia, Charlotte County School Transportation  
Tanya Merkle, FDOT, Bicycle/Pedestrian Coordinator  
David Scarpelli, FDOT, Community Liaison

\*\*This meeting took place on “Bring Your Child to Work Day”. A child accompanied one attendee as part of this event; they were not included as a participant in this meeting.

**1. Call to Order & Roll Call**

MPO Director, Lakshmi N. Gurram, called the Joint Committee Meeting to order at **10:02 am**. Members introduced themselves. A quorum was present for each of the three committees. Mr. Gurram indicated that the BPAC Chair and Vice Chair were both excused from this joint meeting, and as stated in the BPAC bylaws MPO Director or Staff Designee would preside over the meeting as the BPAC Chair.

**2. Election of Chair for Joint TAC/CAC/BPAC Meeting**

Mr. Gurram noted that the BPAC Chair and Vice Chair were excused, and with TAC Chair Robert Fakhri would need to leave at noon due to prior commitment. He informed the committees that CAC Chair Diane Quilty was the preferred choice to chair the joint meeting and opened the floor for nominations.

***Don Scott*** made a motion to nominate Diane Quilty to chair the Joint Meeting. ***Shaun Cullinan*** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

**Jill Hartman** made a motion to nominate Diane Quilty to chair the Joint Meeting. **Stephen Rabinowitz** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee.

**Pauline Klein** made a motion to nominate Diane Quilty to chair the Joint Meeting. **Jan Dick** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

### **3. Pledge of Allegiance**

The pledge of allegiance was recited.

### **4. Public Comments on Agenda Items**

No members of the public were present at the meeting.

### **5. Consent Agenda**

#### **A. Approval of Minutes: Technical Advisory Committee (TAC) – March 4, 2026 Meeting**

**Shaun Cullinan** made a motion to approve the Consent Agenda. **Carl Bengel** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

#### **B. Approval of Minutes: Citizens' Advisory Committee (CAC) – March 4, 2026 Meeting**

Mr. Russell indicated that further discussion of the bylaws of the Citizens' Advisory Committee is needed, noting an issue with one section of the bylaws update from the previous meeting. Mr. Gurram clarified the latest guidance received from MPO legal counsel indicating that citizenship is not required to serve on the committee. He also noted that during the March 4, 2026 CAC meeting, members made a motion to table this item for further discussion at the July 15, 2026 meeting to incorporate the changes outlined at the March 4th meeting.

**Stephen Rabinowitz** made a motion to approve the Consent Agenda. **Priya Ahluwalia** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee.

#### **C. Approval of Minutes: Bicycle/Pedestrian Advisory Committee (BPAC) – March 12, 2026 Meeting**

**Pauline Klein** made a motion to approve the Consent Agenda. **Jan Dick** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

## **6. Chair's Reports**

### **A. CAC Chair's Report**

Ms. Quilty reported for the CAC, reflecting on what was discussed at the MPO Board meeting on March 30, 2026. Mentioned by Ms. Quilty was updates on various projects throughout Charlotte County and the City of Punta Gorda as well as discussion that occurred on agenda items that the CAC had recommended the MPO Board approve.

### **B. TAC Chair's Report**

Mr. Fakhri had nothing new to report for the TAC

### **C. BPAC Chair's Report**

Mr. Gurram, presiding as BPAC Chair for this meeting, had nothing to report.

### **D. City of Punta Gorda Report**

Mr. Bengé had nothing to report from the City of Punta Gorda that was not outlined in Ms. Quilty's report. Mr. Bengé confirmed that the Splash Pad project is complete at Laishley Park, the pickle ball court resurfacing would be complete soon, and the new structure on the bay front would be moving ahead as planned.

In response to a question from Pauline Klein regarding the purpose of the new building, Mr. Bengé clarified that the structure will be a pavilion.

### **E. Charlotte County Report**

Mr. Fakhri had nothing to report on from Charlotte County.

### **F. Charlotte County Sheriff's Office Report**

Sgt. Paille had nothing to report on from the Sheriff's Office.

## **7. FDOT Report**

David Scarpelli took the moment to introduce himself to the committees as the new FDOT District One Community Liaison.

Tanya Merkle reported that Charlotte County has received funding for three SUN Trails projects and are in the review and approval process. The LAP agreement for each is currently being reviewed. The three projects are Cape Haze Pioneer Trail, Myakka State Forrest to US 41, and South Fork Alligator Creek Bridge.

She also reported that the Florida Green Book is undergoing an update. Several chapters are being revised to incorporate new information, updated standards, and enhanced guidance for roadway design and related practices.

## **8. 2026 Final Draft Project Priorities**

Mr. Gurram introduced the item. It was explained that this final draft varies slightly from the original draft brought to the March 4, 2026 TAC and CAC meetings as well as the March 12, 2026 BPAC meetings. Minor revisions are outlined below:

- A. FDOT/MPO staff recommend segmenting the Sun Trail project on SR 776 from Gillot Blvd to US 41 to provide a more feasible financial path.
- B. Staff updated Highway Project Priorities to reflect the current status as shown in Charlotte County's project updates.
- C. Projects have been reorganized based on applications received and uploaded into FDOT's GAP System.
- D. TSMO project comment section has been updated to identify improvements recommended in previous studies.

Mr. Gurram outlined the project lists as well as introduced the new draft TRIP project priority list with Heartland Regional TPO. He explained that the Draft list will be presented at the Joint Regional meeting between Charlotte County – Punta Gorda MPO and Heartland Regional TPO on May 6, 2026 for approval and then to the MPO Board meeting on May 18, 2026 for final approval.

Ms. Quilty asked for clarification on the dark blue color for some projects. Mr. Gurram indicated that these projects have been programmed. Ms. Quilty also asked for a list of all projects which Mr. Gurram indicated he would send to her and any other members interested.

Mr. Stein asked whether the proposed Buc-ee's would fund improvements through impact fees, particularly along Harborview Road. Mr. Fakhri stated that only improvements necessary for the development would be required, including widened interstate ramps, added turn lanes, and a roundabout at the entrance. Ms. Klein expressed concerns about potential impacts on water quality, the watershed, and quality of life in Deep Creek and Harbor Heights.

Mr. Russell asked whether one or two roundabouts were planned for the project. Mr. Fakhri confirmed only one roundabout is proposed at the main entrance. Mr. Russell also asked about the project timeline. Mr. Cullinan said an estimate is not required at this stage, but he noted similar projects are typically completed within a year of permit approval and construction start. He added that state law requires developers to mitigate only direct impacts and limits the County's ability to impose additional requirements.

**Shaun Cullinan** made a motion to recommend the MPO Board to approve the 2026 Project Priorities for the upcoming FDOT Draft Tentative Work Program cycle, FY 2028-FY 2032. **Carl Benge** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

**Priya Ahluwalia** made a motion to recommend the MPO Board to approve the 2026 Project Priorities for the upcoming FDOT Draft Tentative Work Program cycle, FY 2028-FY 2032.

**Jill Hartman** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee.

**Pauline Klein** made a motion to recommend the MPO Board to approve the 2026 Project Priorities for the upcoming FDOT Draft Tentative Work Program cycle, FY 2028-FY 2032. **Jan Dick** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

## **9. Final Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program (UPWP)**

Mr. Gurram introduced the item, noting that the document is the final draft of the FY 2027–2028 Unified Planning Work Program (UPWP), which establishes the MPO budget for July 1, 2026, through June 30, 2028. He explained that funding is organized by task, with each task allocated a set amount for completion. UPWP funds are used exclusively for MPO staff salaries and fringe benefits and outline the work to be completed within the timeframe.

Mr. Gurram explained the following changes since the previous Draft UPWP that was presented to the committees in March, 2026.

1. Task 8 A – Updated TD funding for supporting Transit in planning activities
2. Task 1 and Task 6 - De-obligated funds from current UPWP are included in this future UPWP.
3. Cost Analysis Certificate (Attachment 2)

The following tasks were updated after the meeting materials were printed and are not included in the distributed copy. They will be included in the MPO Board materials for the May 18, 2026 meeting or provided upon request.

4. Task 8 – FTA comment to identify 80/20 match.
5. Appendix H – Amendment to MPO Agreement from FDOT

**Shaun Cullinan** made a motion to recommend the MPO Board adopt the Final Draft FY 2027 – FY 2028 UPWP/FDOT MPO Agreement and authorize MPO Board Chairman to sign all required documents. The motion should allow for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received. **Heidi Maddox** seconded the motion, and it was approved unanimously by the Technical Advisory Committee

**Stephen Rabinowitz** made a motion to recommend the MPO Board adopt the Final Draft FY 2027 – FY 2028 UPWP/FDOT MPO Agreement and authorize MPO Board Chairman to sign all required documents. The motion should allow for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received. **Priya Ahluwalia** seconded the motion, and it was approved unanimously by the Citizens' Committee

*Jan Dick* made a motion to recommend the MPO Board adopt the Final Draft FY 2027 – FY 2028 UPWP/FDOT MPO Agreement and authorize MPO Board Chairman to sign all required documents. The motion should allow for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received. **Pauline Klein** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee

#### **10. FY 2025/2026 – FY 2029/2030 Transportation Improvement Program (TIP) Amendment**

Mr. Gurram introduced the item, noting that FDOT requested MPO approval of a TIP amendment to the FY 2025/2026–FY 2029/2030 TIP at the May 18, 2026 Board meeting. Amendments are required for major project changes, including additions, deletions, significant cost changes, schedule shifts, or changes in design concept or scope.

The amendment adds a \$63,467 Section 5310 grant for Hope Hospice to support transportation services for seniors and individuals with disabilities. Mr. Gurram noted that TIP amendments require a public review period, financial constraint verification, and, if applicable, a conformity determination.

**Shaun Cullinan** made a motion to recommend the MPO Board approve the amendment to the Charlotte County – Punta Gorda MPO’s TIP for FY 2025/2026 – FY 2029/2030 Transportation Improvement Program. **Carl Benge** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

**Stephen Rabinowitz** made a motion to recommend the MPO Board approve the amendment to the Charlotte County – Punta Gorda MPO’s TIP for FY 2025/2026 – FY 2029/2030 Transportation Improvement Program. **Jill Hartman** seconded the motion, and it was approved unanimously by the Citizens’ Advisory Committee.

**Pauline Klein** made a motion to recommend the MPO Board approve the amendment to the Charlotte County – Punta Gorda MPO’s TIP for FY 2025/2026 – FY 2029/2030 Transportation Improvement Program. **Jan Dick** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

#### **Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)**

Mr. Gurram introduced the item. It was explained that the Transportation Improvement Program identifies all federally funded, state funded, and regionally significant local projects scheduled for implementation over the next five fiscal years. The TIP is developed in coordination with the Florida Department of Transportation, local governments, transit providers, and the public and must be consistent with the MPO’s Long Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP).

Mr. Gurram explained the following changes since the previous draft TIP was presented at the March, 2026 committee meetings:

1. Table of Contents – Update page numbering
2. Section 2 – Financial Plan – Revisions to cost tables based on April 7, 2026 snapshot (Tables 4.1 through 4.6.3).
3. Section 3 – Federal Obligations – Inclusion of FTA federal obligations as required.
4. Public Comments – The review period for this TIP is from March 4, 2026 through May 18, 2026 when the MPO will adopt the TIP.

Ms. Quilty asked where the document is available for the public to review and provide comments. Mr. Gurram indicated that the document is available online and the public may also submit comments online. Ms. Leslie stated that the link on the website is working and that the document is quite large, so viewers should be patient while the document is loaded.

**Heidi Maddox** made a motion to recommend the MPO Board adopt the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program. **Shaun Cullinan** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

**Jill Hartman** made a motion to recommend the MPO Board adopt the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program. **Stephen Rabinowitz** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee.

**Pauline Klein** made a motion to recommend the MPO Board adopt the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program. **James Stein** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

## **11. Public Participation Plan (PPP) Update**

Mr. Yaxis introduced the item. It was explained that federal law governs the MPO planning process and establishes the requirement of public participation. The Public Participation Plan is designed to provide a proactive and inclusive framework for engaging the public throughout all stages of the transportation planning process. Though federal law does not offer insight into or require a timeline of Public Participation Plan updates, periodic review and revision are necessary to maintain an effective, transparent, and responsive public involvement process. It was stated that the last revision took place in 2025.

Mark Yaxis described the changes as being minor in nature and not a complete overhaul of the document, with much of the original content remaining intact.. Changes included updating MPO contact information to the new MPO office, updating the MPO organizational chart after a minor restructuring of positions, including Heartland Regional TPO as a regional partner, and minor spelling and grammatical changes and fixes as well as updating graphics for clarity and consistency.

He also described changes made in response to updates in federal law and adjustments to the MPO planning process. To ensure compliance with these federal requirements, several elements were removed from the Public Participation Plan, including references to Limited English Proficiency requirements, Environmental Justice, air quality standards, and language related to equity and diversity within the planning process

Mr. Russell asked whether these changes would affect Transit's ability to provide rides for veterans to medical appointments within and outside the County. Ms. Maddox confirmed that Charlotte County Transit will continue providing services to veterans and all residents and is coordinating with Sarasota and Lee counties to maintain connections to centralized locations.

**Shaun Cullinan** made a motion to recommend the MPO board adopt the revised Public Participation Plan Update. **Heidi Maddox** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

**Richard Russell** made a motion to recommend the MPO board adopt the revised Public Participation Plan Update. **Stephen Rabinowitz** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee.

**Jan Dick** made a motion to recommend the MPO board adopt the revised Public Participation Plan Update. **Pauline Klein** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

## **12. 2026-2031 General Planning Consultant Services/Selection Committee**

Mr. Yaxis introduced the item, noting that the Charlotte County–Punta Gorda MPO issued a Request for Proposals (RFP) on March 27, 2026, with responses due May 8, 2026. The RFP is for General Planning Consulting Services over a five-year period, including support for key plans such as the LRTP, UPWP, Bicycle/Pedestrian Master Plan, and other MPO planning activities. Contracts with selected firms are expected to be presented for approval at the October 5, 2026 MPO Board meeting with at least one selection committee meeting scheduled for the beginning of June, 2026 to shortlist proposers should more than three be submitted.

Each committee was asked to nominate one member to serve on the selection committee, which will be responsible for reviewing proposals and attending at least one presentation meeting. Ms. Quilty, serving as CAC Chair, and Mr. Fakhri, serving as TAC Chair, both expressed their willingness to participate. Mr. Gurram also noted that Ms. Rossi, the BPAC Chair, had confirmed her availability to serve as well.

**Shaun Cullinan** made a motion to appoint TAC Chair, Robert Fakhri, to serve on the General Planning Consultant Services Selection Committee. **Don Scott** seconded the motion, and it was approved unanimously by the Technical Advisory Committee.

**Shaun Cullinan** made a motion to review and provide comments on the Draft General Planning Consultant (GPC) Package. **Don Scott** seconded the motion, and it was approved unanimously by the Technical Advisory Committee

**Priya Ahluwalia** made a motion to appoint CAC Chair, Diane Quilty, to serve on the General Planning Consultant Services Selection Committee. **Stephen Rabinowitz** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee.

**Stephen Rabinowitz** made a motion to review and provide comments on the Draft General Planning Consultant (GPC) Package. **Jill Hartman** seconded the motion, and it was approved unanimously by the Citizens' Advisory Committee

**Pauline Klein** made a motion to appoint BPAC Chair, Laura Rossi, to serve on the General Planning Consultant Services Selection Committee. **Jan Dick** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee.

**Pauline Klein** made a motion to review and provide comments on the Draft General Planning Consultant (GPC) Package. **James Stein** seconded the motion, and it was approved unanimously by the Bicycle/Pedestrian Advisory Committee

### **13. Public Comments**

No members of the public were present to provide comments.

### **14. Staff Comments**

Mr. Gurram provided the following staff comments.

- **Peggy Walters Citizen Award:** Staff are seeking nominations for the Peggy Walters Citizen Award, which recognizes individuals or groups who have made meaningful contributions to improving mobility in Charlotte County. Award guidelines and nomination information are available on the MPO website.
- **Updated Bike–Pedestrian Map:** The updated Bike–Pedestrian Map is in its final QA/QC phase. It will be published online once complete, with a limited number of printed copies available before transitioning away from hard-copy distribution. The final draft expected for printing was shared with committee members.
- **Public Outreach Video:** Staff partnered with Charlotte County TV (CCTV) to produce a public outreach video explaining the role of the MPO and outlining its responsibilities within the transportation planning process. The video was presented to the committees.
- **Upcoming Joint MPO Board Meeting:** A joint MPO Board Meeting with the Heartland Regional TPO is scheduled for 10:00 a.m. on May 6, 2026, at 2150 NE Roan Street, Arcadia, Florida 34266.

**15. Member Comments**

Priya Ahluwalia asked Mr. Long from Charlotte County Public Schools about a recent article she saw that explained that free school lunches would no longer be funded. She requested more information on this. Mr. Long stated that during the pandemic schools had received funding to provide free school lunches for all students. Recently, this funding has changed to only provide free lunches for students who qualify through low income or other means. Mr. Long explained that students that qualify will still be provided the free lunches, and they may apply to receive these.

Don Scott took the opportunity to thank Mr. Gurram for attending the Lee County MPO Joint Certification Meeting with FDOT.

**16. Adjournment (Next TAC/CAC Meeting – July 15, 2026 Next BPAC Meeting – July 16, 2026)**

There being no further business, the meeting was adjourned at **11:18** a.m.

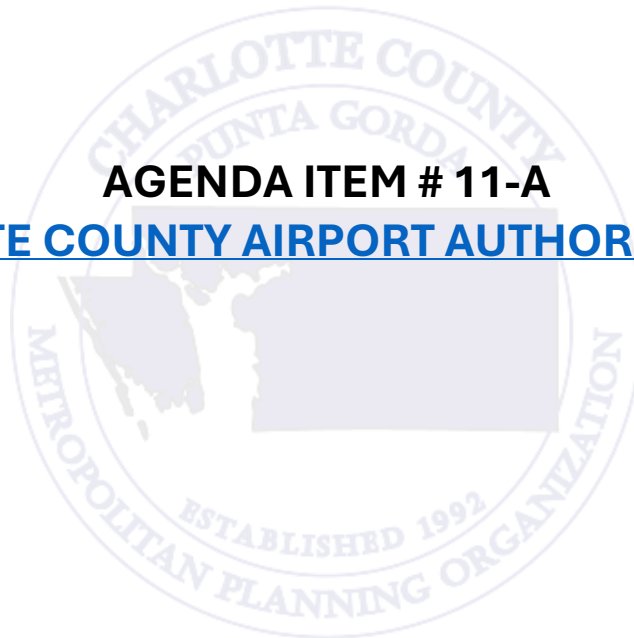
MAY 18, 2026  
MPO BOARD MEETING



**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 11-A**

**CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT**



## **Agenda 11- A**

### **Charlotte County Airport Authority Update**

- The next Airport Authority Board Meeting is scheduled for May 21, 2026, at 9 a.m.
- At the April Board Meeting, we selected CMT as the engineering consultant for PGD's Master Plan Update. The Master Plan will outline PGD's projected development over the next 20 years.
- We hosted another successful Honor Flight on April 28, 2026, with the most attendees we've ever had for the Welcome Home celebration.
- Staff are also continuing to progress on all our construction projects, including airfield improvements and the Bailey Terminal expansion/renovation. See the [April Agenda](#) for an update on all the CIP projects.

**MAY 18, 2026  
MPO BOARD MEETING**



**AGENDA ITEM # 11-B**  
**CITY OF PUNTA GORDA REPORT**



City of Punta Gorda  
MPO Report  
May 7, 2026

The Boca Grande drainage project area is bound by Taylor Road to the north, Cooper Street to the east, Palmera Drive to the south, and the Seminole Gulf Railway ditch to the west. The project continues to move forward. The area encompasses about 105 acres of which approximately 25 acres are commercial with the remaining 80 acres consisting of low-density residential. This is a master drainage plan for water quality and drainage improvements to include the installation of stormwater piping and inlets, swale improvements, and construction of a stormwater management area. Public works continues to work with procurement on bid documents and is working with the consultant on an updated opinion of probable cost.

Repairs continue on the city's decorator and street lights.

The Downtown Flooding Phase III study continues. The first public meeting was completed on April 15. The consultant is beginning to finalize existing conditions modeling and then will start transition into future conditions modeling.

Repairs and authorization to reopen the Laishley Marina in a reduced capacity continues.

Right-of-way continue to utilize their new sewer viewer camera system to document and repair stormwater pipes.

The Gilchrist Pickleball and Tennis courts have been resurfaced along with new fencing and landscaping.

The Council Chambers repairs/remodel is under way.

A portion of Indian Springs Cemetery Road is being widened and paved between Taylor Road and Jones Loop Road.

**MAY 18, 2026  
MPO BOARD MEETING**



# Charlotte County Roadway Project Updates

May 2026 MPO Board Meeting

## 1. Veterans Boulevard Intersection Improvements

### Latest Updates:

- Construction is anticipated to begin in the month of May, 2026.
- Contractor to submit a construction schedule for review and coordination.



### Construction Completion Forecast – November 2026

## 2. Veterans Boulevard at Atwater St Intersection Improvements

### Latest Updates:

- 60% plans have been reviewed by county staff. Comments have been returned to FTE for inclusion.
- 90% plans are due in June 2026



### Design Development Completion Forecast – August 2026

## 3. Flamingo/Edgewater Widening

### Latest Updates:

- 100% plans received for all phases and have been reviewed.
- Voluntary property acquisition is complete.
- Real Estate Service is working on presenting a Resolution of Necessity to the board. Starting the legal acquiring of parcels and easement needed for the phase 3- 5 widening of Edgewater / Flamingo.
- SWFWMD permit approved and in place for these segments.
- Coordination to resolve utility conflicts is ongoing.



- SR 776 / Flamingo Intersection: FDOT LAP project review is complete - A draft bid package was sent to FDOT for review and approval to advertise for construction bid.
- FDEP permitting for SR776 utility work are now approved and in place for the project. Awaiting FDEP permits for remaining phases.
- ACOE Agency permit was recently issued for all phases.

## **Construction Start Year – March 2028**

### **4. Kings Highway Widening**

#### **Latest Updates:**

- Wright Construction started with the first phase consisting of clearing and grubbing within the right-of-way.
- Underground utility work is expected to begin in month of May.



## **Construction Completion Forecast – October 2027**

### **5. Sandhill Boulevard Widening**

#### **Latest Updates:**

- The 60% Utility plans have been received and are currently under review by County staff.
- Johnson Engineering is continuing right-of-way coordination efforts and evaluating proposed property sites for the stormwater pond locations. Permit applications will be submitted once the stormwater pond site has been finalized.



## **Design Completion Forecast – May 2027**

## 6. Peachland Boulevard at Harbor Boulevard Intersection Improvements

### Latest Updates:

- The 60% roadway construction plans have been reviewed by and comments provided to consultant.
- Real Estate Services is currently working on right-of-way acquisitions.

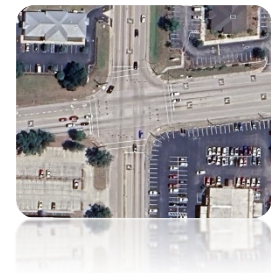


### **Design Completion Forecast – July 2026.**

## 7. Kings Highway at Harborview Intersection Improvements

### Latest Updates:

- On 3-30-26 a dump truck traveling through the intersection with the truck bed up hit the newly installed mast arm crossing Harborview Rd severely damaging it. This incident increase the completion date of this project.
- Contractor installed three mast arms and the signal heads.
- The installation of the fourth mast arm on the SE corner is being coordinated with FPL for the relocation of a power line.
- Upcoming work: traffic control cabinet installation on the NW corner.



### **Construction Completion Forecast - June 2026.**

MAY 18, 2026  
MPO BOARD MEETING

**AGENDA ITEM # 12**  
**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) REPORT**

**FDOT Led Discussion**

	FPID #	PROJECT DESCRIPTION
A.	N/A	<a href="#">US 41 at Olean Boulevard</a> (Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)
B.	446340-1	<a href="#">SR 776 at Flamingo Boulevard</a> (Wayne Gaither -FDOT/ Robert Fakhri - Charlotte County)
C.	N/A	<a href="#">I-75 Possible New Interchange North of Kings Hwy Interchange</a> (Wayne Gaither-FDOT)

**Joint Local and FDOT Discussion**

	FPID #	PROJECT DESCRIPTION
A.	434965-1 434965-2 434965-3 434965-4 434965-5	<a href="#">Harbor View Road Combined Funding Strategies</a> (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
B.	446391-1	<a href="#">US 41 from Kings Hwy to Peace River Bridge Planning/Operational Improvements Study</a> (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
C.	N/A	<a href="#">Bermont Road (CR 74) Safety Discussion / US 17 @ CR 74</a> (FDOT/John Elias/Robert Fakhri-Charlotte County)
D.	436928-3	<a href="#">Burnt Store Road – From Lee/Charlotte C/L to Wallaby Lane</a> (FDOT/John Elias/Robert Fakhri-Charlotte County)
E.	N/A	<a href="#">Burnt Store Road @ Home Depot</a> Signal/Access Management
F.	N/A	<a href="#">SR 776 @ Toledo Blade Intersection</a> Discussion
G.	N/A	<a href="#">SUN Trails Map</a> Discussion
H.	N/A	<a href="#">US 41 @ Centennial Blvd/Flamingo Blvd</a>

**City of Punta Gorda Led Discussion**

	FPID #	PROJECT DESCRIPTION
A.	N/A	<a href="#">Crosswalks and ADA Projects</a>

**MAY 18. 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 13**  
**CITIZENS' ADVISORY COMMITTEE (CAC) REAPPOINTMENT/APPOINTMENT**

- Purpose:** To consider the reappointment of an At-Large Representative to serve on the Charlotte County- Punta Gorda Metropolitan Planning Organization (MPO) Citizens' Advisory Committee (CAC).
- Presented by:** MPO Staff
- Discussion:** Richard Russell, the current At-Large representative on the CAC, has expressed interest in serving another three-year term. He has maintained a strong attendance record throughout his previous term and continues to be an active and engaged member.
- Additionally, an application was received from Mike Robinette who is also interested in serving as the At-Large representative, a ballot vote is required for this agenda. Extra ballots will be available in the event of a tie.
- As required by the MPOs Public Participation Plan, this volunteer opportunity was advertised in the Charlotte Sun, on Charlotte County's CCTV channel and on the MPO website.
- Recommendation:** Motion to appoint Mr. Russell to serve as an At-Large Representative on the CAC for a three (3) year term.
- Attachments:**
1. [Application from Mike Robinette, dated October 28, 2025](#)
  2. [Application from Richard Russell, dated February 20, 2026](#)
  3. [Ballot](#)

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN  
PLANNING ORGANIZATION (MPO) ADVISORY  
COMMITTEE/BOARD APPLICATION**

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

Citizens' Advisory Committee (CAC)    
Bicycle/Pedestrian Advisory Committee (BPAC)    
Transportation Disadvantaged Local Coordinating Board (LCB)

How Did You Hear of This Committee/Board Vacancy?

Name: MIKE ROBINETTE

Address: 16285 PRESERVATION BLVD

City, State, Zip: BABOCK RANCH, FL 33982

Year-round Resident? Yes  No

Email address: PMROBINETTE@GMAIL.COM

Home Phone: 239-510-5100 | Work Phone: | Cell Phone: 239-510-5100

Address: 16285 PRESERVATION BLVD  
BABOCK RANCH, FL 33982

**Note: While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccpgmmpo.gov](http://www.ccpgmmpo.gov) to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.**

**RESUME ATTACHED**

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

Occupation- (if retired please indicate)

RETIRED, HOWEVER AM LICENSED REAL ESTATE BROKER AND DO CUSTOM POOL DESIGN

Education - Diplomas-Certificates-Degrees

SEE RESUME

Experience-Work, Life, Hobbies etc.

SEE RESUME, TRAVEL, BIKING, READING, GOLF

Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)

PREVIOUS SCHOOL BOARD MEMBER - OHIO  
PREVIOUS BOARD MEMBER HOA - OHIO  
ROTARY CLUB TREASURER  
BABCOCK NEIGHBORHOOD SCHOOL ADVISORY COMMITTEE  
WATERVIEW LANDING TRANSITION COMMITTEE

Applicant's Signature:

c10ff55d-  
c8c7-4194-8edb-922d0cb  
d6547 Digitally signed by c10ff55d-  
c8c7-4194-8edb-922d0cb  
Date: 2025.10.28 13:18:02  
-04'00'

*Mike Robinette*

Date: 10/28/25

*You may mail to (1050 Loveland Blvd. Box C, Port Charlotte, FL 33980), Phone (941)883-3535 or email ([office@ccpgmpo.gov](mailto:office@ccpgmpo.gov)) your application to the MPO.*

**We Thank You for your interest in serving the community and the MPO.**

# MIKE ROBINETTE

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16285 Preservation Blvd. • Babcock Ranch, FL 33982 • 239-510-5100 • [pmrobinette@gmail.com](mailto:pmrobinette@gmail.com)

## EXECUTIVE PROFILE

Recognized for strategic planning, fiscal stewardship, and building collaborative public-private partnerships that support infrastructure investment and sustainable economic growth.

## CORE EXPERTISE

Board & Governance Leadership • Strategic Planning • Public Finance & Budgeting • Economic Development • Regional Collaboration • Infrastructure & Capital Planning • Public-Private Partnerships • Stakeholder Engagement

## PROFESSIONAL EXPERIENCE

### **Managing Principal – GeoCRE, Commercial Real Estate Development**

Advisory services in commercial real estate development, including project planning, financing strategy, and brokerage.

### **Director of Development – City of Middletown**

Led economic development and planning departments; created citywide economic development strategy and established Land Bank, Community Reinvestment Area, and Entertainment District initiatives.

### **Director of Finance & Economic Development – City of Franklin**

Directed municipal finance and economic development programs; implemented innovative development financing tools and led development of a regional rail trans-load facility and business retention program.

### **Executive Director – Miami Valley Regional Planning Commission**

Chief executive of regional planning agency and metropolitan planning organization serving multiple jurisdictions; led regional strategic planning and managed board and regional partnerships.

### **General Manager – Miami Conservancy District**

Led multi-county flood protection and water resource agency; aligned organizational strategy, strengthened regional partnerships, and supported legislative modernization of the Ohio Conservancy Act.

### **Vice President, Public Finance – Banc One Capital Corporation**

Provided municipal finance and investment banking services, structuring capital financing strategies for public infrastructure and development projects.

### **Director of Finance – City of Kettering, Ohio**

Managed municipal financial operations and development financing initiatives; led GAAP reporting transition and regional risk-management collaboration.

### **Special Audits – State of Ohio, Auditor of State**

Conducted high-profile investigative audits in conjunction with the Ohio Attorney General (BCI) and prosecutors.

## EDUCATION & COMMUNITY LEADERSHIP

Master of Public Administration – University of Dayton  
B.A. Public Administration (Finance), Magna Cum Laude – Capital University

Adjunct Faculty, University of Dayton • Leadership Dayton/Miami Valley • Kettering School Board • Miami Valley Risk Management Association • Treasurer, Babcock Ranch Rotary • Advisory Committee, Waterview Landing

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN  
PLANNING ORGANIZATION (MPO) ADVISORY  
COMMITTEE/BOARD APPLICATION**

PLEASE TYPE OR PRINT IN INK

*re-*  
Advisory Committee/Board you are applying for:

Reapplication for

Citizens' Advisory Committee (CAC)

Bicycle/Pedestrian Advisory Committee (BPAC)

Transportation Disadvantaged Local Coordinating Board (LCB)

How Did You Hear of This Committee/Board Vacancy?

*Am current At Large  
member*

Name: RICHARD C. RUSSELL

Address: 129 Colonial St. SE.

City, State, Zip: Port Charlotte, FL. 33952

Year-round Resident? Yes  No

Email address: rrussell11@23@

Home Phone:

Work Phone:

Cell Phone:

770 733 2178

Address: 129 Colonial St. S.E.  
Port Charlotte, FL 33952

**Note:** While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccpmpo.gov](http://www.ccpmpo.gov) to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

**Occupation- (if retired please indicate)**

Retired Corporate Development Executive  
for Fortune 500 Companies.

**Education - Diplomas-Certificates-Degrees**

B.S. from East Tennessee State Univ.  
Certified Commercial Investment Member (CCIM)  
Graduate of Realtor Institute (GRI)  
Post Graduate Courses at NYU, and Wharton (Univ of Pa)

**Experience-Work, Life, Hobbies etc.**

Corporate Real Estate Executive for J.C. Penney Co,  
Jack Eckerd Corp, Marriott Corp. et al.

**Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)**

Buena Vista WWS MSBU (current Chairman)  
Marine Advisory Committee - member at Large  
Buena Vista Neighborhood Watch Capt. (2013-2024)

Applicant's Signature: Richard L Russell Date: Feb, 20, 2026

You may mail to (1050 Loveland Blvd. Box C, Port Charlotte, FL 33980), Phone (941)883-3535  
or email ([office@ccpgmpo.gov](mailto:office@ccpgmpo.gov)) your application to the MPO.

We Thank You for your interest in serving the community and the MPO.

**MAY 18, 2026  
MPO BOARD MEETING**

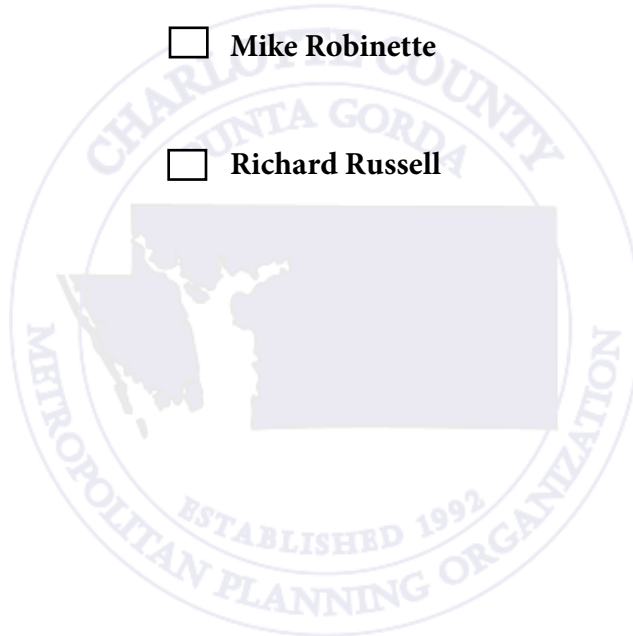
**AGENDA ITEM # 13  
ATTACHMENT 13: CAC BALLOT – AT-LARGE REPRESENTATIVE**

**Please select one (1) applicant.**

In the event of a tie, an additional ballot will be issued.

**Mike Robinette**

**Richard Russell**



**MAY 18, 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 14**  
**FINAL DRAFT FY 2027 - FY 2028 UNIFIED PLANNING WORK PROGRAM**  
**(UPWP)/FDOT METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

**Purpose:** To review and adopt the Final Draft FY 2027 through FY 2028 Unified Planning Work Program (UPWP)/FDOT and Metropolitan Planning Organization Agreement.

**Presented by:** MPO Staff

**Discussion:** The Final Draft FY 2027 - FY 2028 Unified Planning Work Program (UPWP)/FDOT Metropolitan Planning Organization Agreement describes transportation planning activities and establishes the MPO budget for the fiscal years spanning from July 1, 2026, to June 30, 2028. Included in the UPWP is a description of work to be accomplished and the cost estimates to carry out each work task activity. Federal and State regulations govern the types of activities that are eligible for federal and state funding.

Following the MPO Board's review of the draft UPWP and the FDOT Metropolitan Planning Organization Agreement at the March 30, 2026 meeting, the document was submitted to the appropriate reviewing agencies for comment. Comments received from the Federal Highway Administration (FHWA) and the Florida Department of Transportation were addressed and have been incorporated in this final Draft UPWP.

The Draft UPWP was presented at the Joint TAC/CAC/BPAC meeting on April 23, 2026, and all three committees unanimously recommended that the MPO Board adopt the Final Draft UPWP.

**Recommendation:** Motion to adopt the Final Draft of the FY 2027 - FY 2028 UPWP/FDOT Metropolitan Planning Organization Agreement and authorize the MPO Board Chairman to sign all required documents. The motion should allow for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received.

**Attachment:** 1. [Final Draft FY 2027 - FY 2028 UPWP/FDOT Metropolitan Planning Organization Agreement](#)

# “Exhibit A” to the MPO Agreement #G3P75

# Unified Planning Work Program

**Contact:**

Lakshmi N. Gurram, MPO Director, [gurram@ccpgmpo.gov](mailto:gurram@ccpgmpo.gov)  
Charlotte County-Punta Gorda Metropolitan Planning Organization  
1050 Loveland Blvd., Box C, Port Charlotte, FL 33980  
941-883-3535 (Phone)  
[www.ccpmpo.gov](http://www.ccpmpo.gov) (Website)



**FINAL FY 2026/2027 – FY 2027/2028  
(July 1, 2026, through June 30, 2028)**

Adopted: May 18, 2026

CFDA 20.205: Highway Planning & Construction  
CFDA 20.505: Federal Transit Technical Studies Grant  
Federal Aid Project (FAP): PL-0408-063-M  
FDOT Financial Project Number – 439316-6-14-01 PL Funds  
Transportation Disadvantaged Trust Fund (TD) Planning Funds

The MPO does not discriminate against anyone on the basis of race, color, national origin, sex, age, disability, religion, or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit [www.ccpmpo.gov](http://www.ccpmpo.gov) or contact Mark Yaxis with the Charlotte County-Punta Gorda MPO at 941-883-3535 or by email at [yaxis@ccpgmpo.gov](mailto:yaxis@ccpgmpo.gov)

Funding for this document was provided by the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the State of Florida Department of Transportation (FDOT), Florida Commission for the Transportation Disadvantaged (FCTD) and Charlotte County.

This document was prepared by the staff of the Charlotte County-Punta Gorda Metropolitan Planning Organization in cooperation with the Florida Department of Transportation (FDOT) and local government agencies.

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*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

**Cost Analysis Certification**

**Charlotte County-Punta Gorda MPO**

**Unified Planning Work Program Fiscal Year - FY 2026/27-FY 2027/28**

**UPWP Status:** Adopted, 5/18/2026

**UPWP Revision Number:** Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

**FDOT District Representative:** David Scarpelli

**Title and District:** Community Liaison, District One

**Date:** \_\_\_\_\_

**Signature**

## Introduction

### Definition of the MPO Unified Planning Work Program

This Unified Planning Work Program (UPWP) describes the transportation planning projects to be performed within the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) study area.



**MPO Planning Area Boundary**

This Work Program is consistent with all federal and state requirements. All product updates including the Transportation Improvement Program (TIP) and planning concepts and factors follow Federal and State guidelines. The MPO is complying with Title VI of the Civil Rights Act of 1964. Title VI specifically prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex. This applies in any and all applications of work by the MPO, including its administration, decision making and purchasing options.

The FY 2027– FY 2028 UPWP for the Charlotte County-Punta Gorda MPO is prepared in accordance with the Florida Department of Transportation (FDOT) *MPO Program Management Handbook*. The UPWP is approved by the MPO Board and the appropriate state and federal agencies. All tasks performed in this document are conducted in accordance with *Title 23 U.S.C.*, *Title 49 U.S.C.* and the *Federal Transit Act*.

### Comprehensive Transportation Planning Activities

The MPO adopted its 2050 LRTP on October 2, 2025. The MPO will emphasize the requirements of current and future transportation legislative initiatives. The MPO will continually maintain and update the Transportation Improvement Program (TIP) to ensure all projects within the metropolitan area leveraged with federal, state and or local funding is reflected accurately for public transparency. The MPO has an adopted Public Participation Plan (PPP) which has been updated to include Limited English Proficiency (LEP) provisions, demographic data collection, and transit-related public participation requirements. The PPP will continue to be reviewed periodically for all necessary updates as required. In addition to all federal requirements, the MPO includes other relevant considerations pertinent to intermodal connectivity such as, land use planning, citizen input, Efficient Transportation Decision

Making (ETDM), Intelligent Transportation Systems Planning (ITS) and all factors essential for efficient transit service within Charlotte County.

The highway projects that garnered public interest include improvements to the Burnt Store Road corridor. The unfinished portion of Burnt Store Road Phase at the county line is the last segment of the road improvements. Additionally, the Harbor View Road widening project is currently undergoing Right of Way (ROW) phase and the Construction (CST) is scheduled to commence in 2026. The Transportation Alternatives Program (TAP) has projects of significant interest that will progress improvements along the US 41 corridor in Charlotte County per FDOT design standards. These projects include implementation of multi-use sidewalks on both sides of the US 41 corridor. FDOT's District One Planning Studio recently completed a visioning study for the US 41 Corridor to align future improvements with local stakeholder needs in Charlotte County. FDOT also conducted visioning studies for SR 776 and Veterans Boulevard, completed in 2021, which identified several countywide improvements... This strategic approach to collaborative planning for roadways in District One, solidifies transportation planning partnerships and proactively identifies community concerns before project priorities enter the production pipeline.

The Interlocal Agreement with the Sarasota/Manatee MPO was rewritten and adopted at the May 20, 2024 Charlotte County-Punta Gorda & Sarasota/Manatee MPO Joint Regional Meeting. Other products finalized in previous years include a Joint Regional Roadway Network, a Joint Transportation Regional Incentive Program (TRIP) and Joint Regional Transportation Alternatives (RTAP) Project Priority Lists. Regional coordination for the Long-Range Transportation Plan (LRTP) is on-going during the LRTP Update phase of the plans and continues between Plan adoptions. A Joint Charlotte County- Punta Gorda and Sarasota/Manatee MPO Board Meeting is held annually.

A formal Interlocal Agreement with the Lee County MPO was adopted on May 20, 2024. The directors of these MPOs attend each other's TAC meetings, and a joint Charlotte County-Punta Gorda and Lee County MPO Board Meeting is held annually. Products finalized include Joint Transportation Regional Incentive Program (TRIP) Project Priority Lists.

The MPO participates in a quarterly FDOT/Charlotte County/City of Punta Gorda coordination meeting. These meetings provide the MPO additional insight, understanding, and concerns of federal, state and local planning agencies.

The MPO continues to coordinate with the Charlotte County Transit Division, the Transportation Disadvantaged Local Coordinating Board (LCB), Sarasota County Area Transit (SCAT) and Lee County's Lee-Tran to address the viability of additional transportation services in Charlotte County.

The Continuity of Operations Plan (COOP) is reviewed annually to ensure it remains effective and responsive to changing circumstances.

The planning activities of the Charlotte County-Punta Gorda MPO are consistent with Federal Planning Factors, the Florida Transportation Plan (FTP) and the Charlotte County and City of Punta Gorda Comprehensive Plans.

## **Statement of CPG Participation**

"The FDOT and the Charlotte County-Punta Gorda MPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D."

## Soft Match Definition

Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA PL funding in the UPWP is **18.07%** of FHWA program funds for a total of \$276,356 (FY 2027 & FY 2028).

## Local and MPO Planning Priorities

The needs and level of planning of the Charlotte County-Punta Gorda MPO area are reflected in this UPWP. The objectives of this UPWP are to address the planning priorities of the Charlotte County-Punta Gorda MPO as described below:

- Provide socio-economic, educational, and technical input for the planning and development of the MPO area's transportation network
- Continue to facilitate educational opportunities for the MPO Board and its advisory committees to enhance and reinforce their understanding of transportation planning decision making and the MPO process
- Utilize, evaluate, and continually improve public participation and ensure public input in the transportation planning proposals and goals at both the local and regional scale
- Monitor the current Transit Development Plan (TDP) and continually assist the Charlotte County Transit to gather public input and area transit needs information for the development of TDP progress reports
- Participate in the development of the Florida Strategic Intermodal System (SIS) plan
- Revalidate the Interlocal Agreements with the Sarasota/Manatee MPO, Lee County MPO and Heartland TPO
- Develop and maintain a physical inventory of property obtained through federal funding, its maintenance and a final disposal procedure that meets FDOT and Federal Highway Administration (FHWA) regulations
- Update as required the 2050 LRTP ensuring regional coordination with neighboring MPOs
- Maintain and update the annual Transportation Improvement Program (TIP) seeking creative, supportable project priorities that meet community needs
- Revise 2018 Bicycle Pedestrian Master Plan
- Revise current Congestion Management Plan (CMP)
- Continue to work towards receiving enhanced TRIP and regional project funding for the MPO

## Air Quality Planning Activities

In the 2050 LRTP Update, the MPO adopted policies to protect existing air quality. Projected emissions are included in traffic model evaluation reports. These projections are used by the MPO and by local governments to help make road network and land use decisions. The MPO monitors all related air quality information collected in assessing transportation impacts on overall Air Quality.

## Transit Planning

Transit planning tasks are performed with funds under Titles 23 and 49, U.S.C. through the activities in Task 8: Transit and Transportation Disadvantaged Planning, as well as possible activity under Task 8 General Planning Consultant line. The Charlotte County Transit Division's significant role in providing transportation to Charlotte County residents continues to grow and evolve to meet demand at peak times with a paratransit-only system. The long-term efforts to clarify future spending for paratransit will continue. As evidenced in the Charlotte County Transit Development Plan (TDP), transit planning remains at the forefront of the MPO's efforts to expand citizens' mobility options both within the urbanized area of the County and across County lines. Development of the next TDP is due to FDOT in July 2030. The MPO works continually and cooperatively with the staff of the Charlotte County Transit Division, the Members of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) and representatives of adjoining County transit systems and MPOs to address current and emerging transit issues.

### Public Participation including Title VI and Title VIII

The MPO's first Public Participation Plan (PPP) was adopted in 1994, while the most recent updated PPP was adopted by the MPO Board on December 15, 2022. It is consistent with Florida State Rule 14-73.001.

MPO staff continues to revise the informational brochure detailing the history, purpose and mission of the MPO. The brochure encourages public involvement and meeting participation. Meeting agenda packets for the MPO Board and its Committee meetings are displayed in local government offices, all County library branches and other accessible locations for review by the public. Additionally, the MPO developed a citizens' transportation planning award in August 2009 named for a long-serving LCB and CAC member. The Peggy Walters Citizens Mobility Award was established to recognize achievement by an individual or group who through their efforts and accomplishments has made significant and noteworthy contributions to transportation planning in the area.

The MPO website is updated regularly to include current MPO, LCB and Advisory Committee meeting agendas. The website also provides direction to all MPO planning documents. The website includes a text box under the "Contact Us" tab to aid citizens visiting the MPO site to easily comment on MPO plans and documents. The website also provides information and links to the local jurisdictions and other pertinent websites.

In recent years, consistent with federal requirements, the MPO has increased its emphasis on public involvement. The MPO ensures that Title VI policy is followed by conducting outreach to the county's traditionally underserved populations. Our primary strategy for engaging the community in transportation decision-making includes participating through the Citizens' Advisory Committee (CAC) and the Transportation Disadvantaged Local Coordinating Board (LCB).

The MPO also uses various studies and planning tools such as the Transit Development Plan (TDP), Transportation Disadvantaged Service Plan (TDSP), and PD&E studies as part of the public involvement process. Through the "Efficient Transportation Decision Making" (ETDM) process, the MPO incorporates public comments and ideas. For major plan updates, including the LRTP Update, public workshops are held to build consensus on transportation priorities and project ranking.

Citizens are encouraged to comment on all content within this UPWP. The draft UPWP is distributed to all Charlotte County libraries and posted on the MPO website at [www.ccpmpo.gov](http://www.ccpmpo.gov). It is also included as an agenda item at MPO Board, TAC, CAC, and BPAC meetings. In addition, the draft UPWP is sent to federal, state and local

government agencies for review and comments. The MPO adopts the final UPWP only after all comments have been addressed and, when appropriate, incorporated into the Work Program.

The final adopted UPWP is available in hard copies at the MPO offices or can be requested electronically.

## Organization & Management

The MPO Board Membership:

<u>Agency</u>	<u>Representative</u>
Charlotte County Government	Commissioner Christopher G. Constance, MD, Chairman Commissioner Joseph Tiseo, Vice Chair Commissioner Kenneth Doherty
City of Punta Gorda	Vice Mayor Jeannine Polk
Charlotte County Airport Authority	Commissioner Thomas “T.J.” Thornberry
 <u>Non-Voting Advisory Member</u>	
Florida Department of Transportation	Jamie Driggers – Interim District One Secretary

The Charlotte County-Punta Gorda MPO is the primary agency responsible for transportation planning in Charlotte County. The MPO Board consists of five voting members: three county commissioners, one representative from the City of Punta Gorda, and one representative from the Punta Gorda Airport and one non-voting advisor from FDOT. The MPO is a legislative body with the power to develop policy and adopt plans, to manage priorities for the programming of improvements to the transportation system, and to program and administer federal and state planning grants.

The MPO Board appoints members to the Citizens’ Advisory Committee (CAC), composed of eleven voting citizen representatives of the general population of the community. They are chosen to provide a diverse cross section of the population, representing three geographical areas (West-County, Mid-County, and South-County). Two (2) At-Large members are also included in the membership. The Committee is governed by Bylaws and is responsible for providing the MPO and its staff with public participation in the transportation planning process.

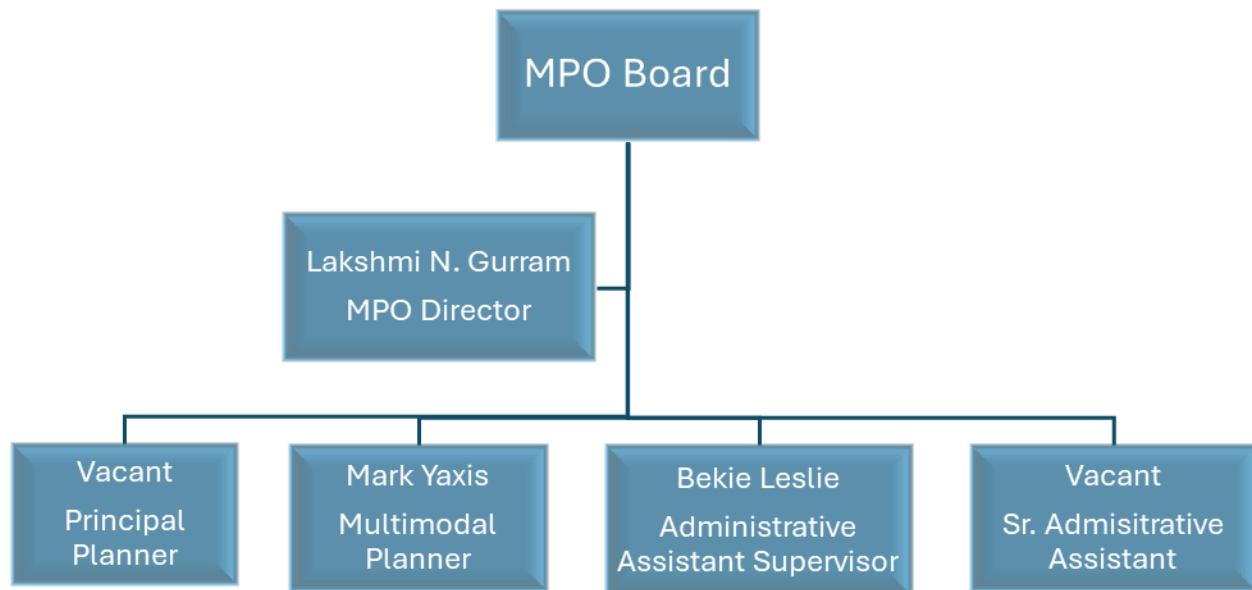
The Bicycle Pedestrian Advisory Committee (BPAC) is appointed by the MPO Board and is composed of bicycle advocates from the South, Mid and West County geographical areas, bicycle shop owners, bicycle club members, and a Historical, Cultural and Environmental representative. This Committee provides recommendations on bicycle and pedestrian plans and projects.

The MPO Board’s Technical Advisory Committee (TAC) is composed of 13 voting members who are technically qualified representatives of agencies responsible for maintaining, controlling, developing and improving the transportation system within the Charlotte County-Punta Gorda Urbanized area. This committee includes representatives from the City of North Port and a small portion of DeSoto County. The representatives from DeSoto County, City of North Port and the Director of the Lee County MPO are voting members on the TAC. The Committee’s

responsibilities include coordination of transportation plans and programs and ensure consistency among the transportation technical studies and report.

The MPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in Charlotte County. The MPO staffs the Transportation Disadvantaged Local Coordinating Board (LCB), which is chaired by an elected official from the Charlotte County area.

The MPO Board directs the staff in managing MPO operations through a director. The staff coordinates all planning projects and activities and administers all tasks to assure proper fulfillment of State and Federal requirements. The staff works with the TAC, BPAC and the CAC, as well as other committees or groups involved with transportation issues. They serve as the primary local liaison to FDOT, the FHWA, and the FTA, as well as other agencies; and works with the staffs of local agencies and neighboring jurisdictions on transportation projects. The MPO has a total of five staff positions: a director, principal planner, one multi-modal planner, administrative assistant supervisor and senior administrative assistant.



## MPO Agreements

The MPO has several agreements with other public agencies to promote a Comprehensive, Continuing and Cooperative (3-C) planning process:

Agreements	Agency	Date
Staff Services Agreement/*Partnership Agreement between Budget & Administrative Services Department/Fiscal Services Division and MPO	Charlotte County	7/27/2010/*9/10/2018
Interlocal Agreement for Joint Regional Transportation Planning	Sarasota/Manatee MPO	1/22/2018 currently revised 5/20/24
Interlocal Agreement for Joint Regional Transportation Planning	Lee County MPO	12/13/2013 currently revised 5/20/24
Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)	FDOT CCAA SWFRPC CC (Transit Division)	2/22/2006, currently under revision
The State of Florida Department of Transportation Metropolitan Planning Organization Agreement	FDOT	07/1/2022 thru 06/30/2024
Interlocal Agreement for Creation of the MPO	FDOT City of Punta Gorda Charlotte County Punta Gorda Airport	2/22/2006
Interlocal Agreement for The Creation of a Regional Transportation Forum between the Heartland Regional Transportation Planning Organization (TPO) and the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO)	Charlotte County-Punta Gorda MPO/Heartland Regional TPO	May 19, 2025

## Operational Procedures and Bylaws

The Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) is an independent, separate legal entity authorized pursuant to Florida Law and operates under a duly adopted set of bylaws. In addition to MPO Staff, Charlotte County Government provides administrative, legal, financial, purchasing, and personnel support services.

The MPO Board is composed of local elected officials representing the County, City and Airport Authority. This Board meets a minimum of five times per year to establish transportation policies and evaluate and review transportation needs within the MPO's Urbanized Area. The MPO Board operates in accordance with its formally adopted bylaws.

The MPO has three standing advisory committees: the Technical Advisory Committee (TAC), the Citizens' Advisory Committee (CAC), and the Bicycle/Pedestrian Advisory Committee (BPAC). The TAC and CAC meet five times per year, while the BPAC meets quarterly.

The MPO serves as the Official Planning Agency for the receipt of Transportation Disadvantaged (TD) Trust Funds utilized for planning activities of the TD program in urbanized areas. The MPO staffs the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB), which meets quarterly and operates under a duly adopted set of bylaws.

Official Records are maintained at:

Charlotte County-Punta Gorda Metropolitan Planning Organization  
1050 Loveland Blvd., Box C  
Port Charlotte, Florida 33980  
Tel: (941) 883-3535  
Website: [www.ccpgmpo.gov](http://www.ccpgmpo.gov)  
Email: [office@ccpgmpo.gov](mailto:office@ccpgmpo.gov)

All MPO records are available for public inspection during regular business hours (Monday through Friday, 8:00 a.m. to 5:00 p.m., except holidays). The Charlotte County-Punta Gorda MPO fully complies with the Public Records Laws and the Sunshine Laws of the State of Florida.

## Task 1 Administration

### Purpose:

Properly manage the transportation planning process in the Charlotte County-Punta Gorda area that responds to the needs of the community. This includes the monitoring and managing of local planning tasks to ensure that the local planning process complies with all state and federal requirements utilizing consultant services as needed.

### Previous Work:

- Provided staff support and assistance to the MPO Board and its advisory committees
- Adopted the FY 2024 – FY 2026 UPWP in May 2024
- Amended the FY 2024 – FY 2026 UPWP as required
- Publicized all meeting information on MPO website, Charlotte County website, local libraries and Charlotte County local newspaper in FY 2024 – FY 2026
- Submitted monthly signed and approved Visa® credit card statements with original receipts to Fiscal Services for final review and to meet purchasing deadlines-Ongoing
- Submitted all required MPO resolutions to MPO legal counsel for review
- Awarded the “Peggy Walters” Citizen Mobility Award to a citizen who made significant contributions to transportation planning within Charlotte County – July 2024 and July 2026
- Updated Continuity of Operations Plan (COOP)
- Maintained and uploaded all MPO required documents on MPO Web Site
- Prepared and submitted invoices per standards required by 23 C.F.R. 420.121(c) and with 49 C.F.R
- Completed the Joint FDOT/MPO Annual Certification reviews
- Produced board and advisory committee’s agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Sponsored the Keep Charlotte Beautiful calendar featuring bicycle laws and safety information
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of January 2022

### Required Activities:

- Provide day-to-day oversight of overall agency administration, staff management, graphics production, and resolution of special issues
- Provide oversight for development and update of MPO planning document deliverables such as the LRTP, TIP, PPP, etc.
- Provide oversight for Regional Transportation Studies affecting the MPO Planning Area
- Continue to coordinate with Charlotte County Purchasing, and Fiscal Services to maintain invoices for monthly office equipment rental, utilities, office supplies & materials - Ongoing
- Approve invoices daily and submit for payment through the County’s Invoicing process - Ongoing
- Continue to process various travel arrangements and reimbursement claims according to local and State requirements for MPO staff - Ongoing
- Prepare and submit payroll based on bi-weekly timesheets to Clerk Payroll within the deadlines - Ongoing
- Submit monthly signed and approved Visa® credit card statements with original receipts to Fiscal Services for final review -Ongoing
- Continue to process all legal advertisements to meet the required deadlines - Ongoing
- Assist local agencies and interested parties in planning for increased security and safety of the transportation system, including airport, rail and transit modes (daily)

- Distribute agenda packets for all MPO Board and advisory committee meetings to members, adjacent county MPOs, local media and government sponsored information outlets as needed
- Provide orientation, training and staff support to the MPO Board and its advisory committees as needed
- Attend US DOT and FDOT approved training courses as available
- Prepare and submit invoices per 23 C.F.R. 420.121(c) and 49 C.F.R. (quarterly)
- Update the Staff Services Agreement with Charlotte County as needed
- Develop and update of the Unified Planning Work Program (UPWP) for FY 2027 and FY 2028 by July 1, 2026, and July 1, 2027
- Participate in FDOT/Charlotte County Public Works/Punta Gorda Public Works Coordination Meetings - quarterly
- Continue maintenance on MPO Web Site- Ongoing
- Continue software update and peripheral equipment purchases with county IT Department and other Federal, State, and local government Planning Agencies as needed
- Seek justification from FDOT for Capital Purchases exceeding budget estimates as needed
- Procure and or replace capital equipment to maintain service levels; upgrade security software as required by 49 C.F.R.MPO Office renovations and modifications to enhance security and improve operations as needed
- Maintain financial records for an annual audit, if required
- Review and revise MPO/TAC/CAC/BPAC Bylaws to reflect the use of telephone and video teleconferencing devices and applications when health and physical emergencies preclude meeting physically as needed
- Sponsor Charlotte County safety programs in Keep Charlotte beautiful calendar - annually
- Utilize, recruit and develop General Planning Consultant services as needed
- Complete legislatively complaint Consolidation Feasibility Study for Charlotte County-Punta Gorda, Lee, Collier MPOs

### End Products:

- Developed MPO planning document deliverables as required by Federal and State Statutes
- Developed Budgets, contracts and financial records reviewed and submitted to FDOT quarterly - Ongoing
- Board and advisory committee's agenda packets, meeting minutes, and records of committee proceedings as scheduled
- USDOT and FDOT approved training courses results in improved technical proficiency, and strengthen support for MPO planning, Process and transportation decision making as needed
- Physical inventory to safeguard equipment and maintenance that meets the requirements of Federal Highway Administration (FHWA) Regulation 49 C.F.R. 18.32(d)(3) and (4) annually
- Disposal of equipment purchased with planning funds consistent with state law and FHWA Regulation 49 C.F.R. Part 18.32(e) updated as needed
- Adopted UPWP for FY 2027 and FY 2028 – May 2026 and May 2027
- Annual audit report to the Federal Audit Clearinghouse Database March 2026 and March 2027, if required
- Invoices to FDOT for review following end of each quarter through June 30, 2028 - quarterly
- Updated documents to reflect the possible reapportionment of the MPO Planning area as needed
- Computer, hardware and software upgrades as needed
- Maintain office supplies to support and execute everyday business – as needed
- Financial tasks including grant reimbursements, audit reports, budget, grant reconciliations, timekeeping, inventory, invoice payment, various resolutions, travel processing, meeting/public meetings - ongoing
- Maintained and regularly updated MPO website containing current plans, meeting materials, public notices, required documents, and other information to ensure transparency and accessibility.

- Amendment/revision/modification of the UPWP as needed
- Renovated and modified MPO office for increased security and improve operational efficiency as needed
- Revised and adopted MPO/TAC/CAC/BPAC Bylaws to allow utilization of meeting audio graphic or web teleconferencing methods - as needed
- Joint FDOT/MPO annual certification reviews - Annually by March 2026 and March 2027
- Published Keep Charlotte Beautiful calendar featuring bicycle laws and safety information – July 2026 and July 2027
- Executed and maintained General Planning Consultant contracts to support MPO planning needs
- Completed legislatively complaint Consolidation Feasibility Study for Charlotte County-Punta Gorda, Lee, Collier MPOs – December 2026

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 - FY 2027	FHWA (PL) <u>    \$376,643</u>
		<b>TOTAL           \$376,643</b>
	Year 2 – FY 2028	FHWA (PL) <u>    \$376,643</u>
		<b>TOTAL           \$376,643</b>

## Task 1: Estimated Budget Detail For “Planning Task”

Task 1 ADMINISTRATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	2027 FHWA G3P75 (Total)	
Personnel (salary and benefits)	\$ 297,743	\$ 297,743	\$ 297,743
Consultant	\$ -	\$ -	\$ -
Travel	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses	\$ 70,600	\$ 70,600	\$ 70,600
Supplies	\$ 1,800	\$ 1,800	\$ 1,800
Equipment	\$ 1,000	\$ 1,000	\$ 1,000
<b>2027 Totals</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	2028 FHWA G3P75 (Total)	
Personnel (salary and benefits)	\$ 297,743	\$ 297,743	\$ 297,743
Consultant	\$ -	\$ -	\$ -
Travel	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses	\$ 70,600	\$ 70,600	\$ 70,600
Supplies	\$ 1,800	\$ 1,800	\$ 1,800
Equipment	\$ 1,000	\$ 1,000	\$ 1,000
<b>2028 Totals</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 595,486
Consultant	\$ -
Travel	\$ 11,000
Direct Expenses	\$ 141,200
Supplies	\$ 3,600
Equipment	\$ 2,000
<b>Total</b>	<b>\$ 753,286</b>

Task 1 ADMINISTRATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
Employees Salaries, Benefits and other deductions.	\$ 297,743	-	\$ 297,743
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 297,743</b>	<b>\$ 297,743</b>	<b>\$ 297,743</b>
Travel			
MPO staff travel on MPO business including conferences, seminars, public meetings, MPOAC meetings, FMPP, and other required events. This also includes in-county and out-county mileage and registration for meeting.	\$ 3,500	-	\$ 3,500
MPO Board Members may travel on MPO business to attend MPOAC meeetings , MPOAC Weekend Insititute, or any other MPO Board related meetings when their participation is required.	\$ 2,000	-	\$ 2,000
<b>Travel Subtotal</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>
Direct Expenses			
Governmental Costs: These costs include attorney services, IT support, People Operations, Fleet Mangement, Facilities, Fiscal services, Purchasing, CCTV & other administrative or support services provided by Charlotte County provide to the MPO.	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Subcription/renewal/maintenance - newspapers, website updates, website hosting, animaker video,	\$ 4,700		\$ 4,700
Advertising-MPO Board, Joint Regional Meetings, Committees, PPP, LRTP, Public Hearing, job vacancies, etc.	\$ 3,500		\$ 3,500
Postage and Freight Costs	\$ 1,000		\$ 1,000
Printing and Binding/Other Charges & Obligation, meeting room rental	\$ 900		\$ 900
Gas,Oil/Lube	\$ 200		\$ 200
Repair/Maintenance - Building	\$ 1,000	-	\$ 1,000
Communication -Cell Phone	\$ 800	-	\$ 800
Educational Expenses - staff training, sponsorship, registration, continue education, training	\$ 1,480		\$ 1,480
Equipment rental & Lease/overage costs ( i.e. JM Todd, pitney bowes)	\$ 4,000	-	\$ 4,000
		-	\$ -
<b>Direct Expenses Subtotal</b>	<b>\$ 70,600</b>	<b>\$ 70,600</b>	<b>\$ 70,600</b>
Supplies			
Departmental/Office Supplies	\$ 1,800	-	\$ 1,800
<b>Supplies Subtotal</b>	<b>\$ 1,800</b>	<b>\$ 1,800</b>	<b>\$ 1,800</b>
Equipment			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
<b>Equipment Subtotal</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>
<b>Total</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>

2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
<b>Personnel (salary and benefits)</b>			
Employees Salaries, Benefits and other deductions.	\$ 297,743	-	\$ 297,743
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 297,743</b>	<b>\$ 297,743</b>	<b>\$ 297,743</b>
<b>Travel</b>			
MPO staff travel on MPO business including conferences, seminars, public meetings, MPOAC meetings, FMPP, and other required events. This also includes in-county and out-county mileage and registration for meeting.	\$ 3,500	-	\$ 3,500
MPO Board Members may travel on MPO business to attend MPOAC meetings, MPOAC Weekend Insititute, or any other MPO Board related meetings when their participation is required.	\$ 2,000	-	\$ 2,000
<b>Travel Subtotal</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>
<b>Direct Expenses</b>			
Governmental Costs: These costs include attorney services, IT support, People Operations, Fleet Management, Facilities, Fiscal services, Purchasing, CCTV & other administrative or support services provided by Charlotte County provide to the MPO.	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Subcription/renewal/maintenance - newspapers, website updates, website hosting, animaker video,	\$ 4,700		\$ 4,700
Advertisings-MPO Board meetings, Joint Regional Meetings, Advisory Committee Meetings, PPP, LRTP, Public Hearings, job vacancies, etc.	\$ 3,500		\$ 3,500
Postage and Freight Costs	\$ 1,000		\$ 1,000
Printing and Binding/Other Charges & Obligation, meeting room rental	\$ 900		\$ 900
Gas, Oil/Lube	\$ 200		\$ 1,000
Repair/Maintenance - Building	\$ 1,000		\$ 1,000
Communication -Cell Phone	\$ 800		\$ 800
Educational Expenses - staff training, sponsorship, registration, continue education, training	\$ 1,480	-	\$ 1,480
Equipment rental & Lease/overage costs ( i.e. JM Todd, pitney bowes)	\$ 4,000	-	\$ 4,000
<b>Direct Expenses Subtotal</b>	<b>\$ 70,600</b>	<b>\$ 70,600</b>	<b>\$ 70,600</b>
<b>Supplies</b>			
Departmental/Office Supplies	\$ 1,800	-	\$ 1,800
<b>Supplies Subtotal</b>	<b>\$ 1,800</b>	<b>\$ 1,800</b>	<b>\$ 1,800</b>
<b>Equipment</b>			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
<b>Equipment Subtotal</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>
<b>Total</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>	<b>\$ 376,643</b>

## Task 2 Data Collection, Analysis & Mapping

### Purpose:

- Monitor and analyze regional travel characteristics including socio-economic and land use patterns, transportation system performance data, and environmental factors
- Support informed decision-making by maintaining up-to-date mapping and data resources
- Continue participation and training in facilitating the Efficient Transportation Decision Making (ETDM) process
- Continue participation and training in the latest travel demand modeling software and attend Model Task Force Meetings to maintain proficiency.
- Continue professional development in the training in PTV Visum software
- Manage and oversee the executed General Planning Consultant Services contract with three consultants for FY 2025- 2028
- Executed contract for 2050 Socio Economic Data Development Consultant

### Previous Work:

- Continued coordination with Florida Department of Transportation (FDOT) in the implementation of the ETDM process through analysis of work projects in FY 2026/2027 and FY 2028/2029
- Analyzed crash and congestion data for the safety management system,
- Participated with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds
- Analyzed traffic crash data using Signal Four Analytics and organize crash data for implementing the Congestion Management Process (CMP) to prioritize transportation projects
- Utilized 2019 Districtwide Regional Planning Model (D1RPM) for transportation analysis
- Utilized 2019 D1RPM for transportation analysis and providing Traffic volumes data to member jurisdictions as needed.
- Validated Socio-economic data completed in December 2023
- Validated 2019 District One Regional Planning Model (D1RPM) completed in December 2025.
- Attended webinars and training related to PTV Visum modeling software
- Analyzed, downloaded, and modified Signal Four analytics crash data reports for presentations at the Board and committee meetings

### Required Activities:

- Utilize the Travel Demand Model to analyze the existing network and to develop alternative planning scenarios with PTV Visum as needed
- Use the General Planning Consultant services to support development of socio-economic data for development of 2050 travel demand model
- Update 2019 travel demand model data for the development of 2050 socio economic data
- Update 2020 validated base year model data to 2050 Future year socio economic data
- Utilize 2019 District One Regional Planning Model (D1RPM) for regional transportation modeling as needed
- PTV Visum transportation model scenarios as required throughout FY 2024 and FY 2025
- Prioritize congestion management in 2024 and 2025, target completion July 2024 and July 2025

- Update data related to public transportation and multimodal considerations to be done in support of and in conjunction with Task #8 as needed
- Collect primary and secondary data from Census Bureau, Bureau of Economic and Business Research (BEBR), County and City Geographic Information Systems (GIS), County and City Public Works Departments, County and City Community Development Departments, Southwest Florida Regional Planning Council (SWFRPC), law enforcement agencies to update the travel demand model as needed
- Continue updating maps of multimodal facilities, crash data and traffic volumes
- Continue analyzing crash and congestion data for the safety management system
- Participate with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds (quarterly)
- Enhance the integration and connectivity of the regional transportation system through increased data collection and analysis, including map enhancement as needed
- Continue to identify and catalog information to be placed in a central database for use in the Efficient Transportation Decision Making (ETDM) process, as well as public transportation and multi-modal considerations, including ITS as needed
- Utilize General Planning Consultant services as needed to support data development and planning activities
- Continue to use Signal Four data for analysis
- Continue participation in PTV Visum software updates and training activities
- Attend trainings, conferences including MPOAC and Model Task Force meetings

**End Products:**

- PTV Visum transportation model scenarios as required throughout FY 2024 and FY 2026 target completion September 2025
- Prioritize lists of congestion management projects in 2024 and 2025, target completion July 2024 and July 2025
- Provide input into bi-monthly Community Traffic Safety Team (CTST) meetings (quarterly) – Ongoing
- Reviewed databases supporting prioritization of safety, highway, congestion management, and enhancement related projects throughout 2024 and 2025 snapshot adoption date – October 2025 (Ongoing)
- Refined and enhanced GIS data for MPO plans and projects programs throughout FY 2024 and FY 2025 – snapshot adoption date – October 2025 (Ongoing)
- Three signed GPC contracts
- Familiarity with the new PTV modeling software and other model related activities
- Validated 2019 base year socio economic data
- Validated 2050 Future year socio economic data
- Completion of mapping crashes, traffic volumes, multimodal network features, and other needs as determined

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 – FY 2027	FHWA (PL)	<u>\$45,000</u>
		<b>TOTAL</b>	<b>\$45,000</b>
	Year 2 – FY 2028	FHWA (PL)	<u>\$45,000</u>
		<b>TOTAL</b>	<b>\$45,000</b>

## Task 2: Estimated Budget Detail For “Planning Task”

Task 2 DATA COLLECTION, ANALYSIS AND MAPPING			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 45,000	-	\$ 45,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 45,000</b>	<b>\$ -</b>	<b>\$ 45,000</b>
<b>Total</b>	<b>\$ 45,000</b>	<b>\$ -</b>	<b>\$ 45,000</b>
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 45,000	-	\$ 45,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 45,000</b>	<b>\$ -</b>	<b>\$ 45,000</b>
<b>Total</b>	<b>\$ 45,000</b>	<b>\$ -</b>	<b>\$ 45,000</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 90,000
<b>Total</b>	<b>\$ 90,000</b>

## Task 3 Public Participation Plan

### Purpose:

- To provide opportunities for meaningful public participation are provided throughout the MPO process, in full compliance with applicable Federal and State requirements.

### Previous Work:

- Prepared MPO Public Participation Plan (PPP) Annual Evaluation/Summary for current and future calendar years
- Revised PPP Plan and Title VI Program (Ongoing)
- Coordinated with CCTV 20 production staff on scripting, development, and video recording of selected MPO, CAC, BPAC, LCB and the Punta Gorda Airport leading to the completion of an MPOs2045 LRTP information video. This video was shown at all the workshops, MPO Committee and Board meetings and on CCTV 20
- Prepared outline and content for 2045 and 2050 LRTP Public Participation Survey in 2025
- Aided in preparation of 2045 LRTP Workshop materials including “Route to 2045” branded brochure
- Aided in the preparation of 2050 LRTP Workshop materials including “Moving Charlotte Forward” branded brochure
- Conducted public workshops in February, April, May, June and July 2025 in support of the 2050 LRTP Needs Plan and Cost Feasible Plan
- Revised, compiled, and analyzed data received from the MPO’s Evaluation/Comment survey. This survey was conducted as a standalone survey and also part of the, April, May, June and July 2025 workshops held to solicit public opinion and comment on the 2050 LRTP
- Awarded the Citizens Transportation Mobility Award in 2024 and 2025
- Quarterly updates and revisions to the MPO informational brochure
- Attended civic and non-profit organization meetings throughout FY 2023/2024 and FY 2024/2025 to discuss MPO planning, public involvement opportunities, and future planning ideas
- Actively participated in Association of Metropolitan Planning Organizations (AMPO) FHWA, USDOT and FDOT public participation-based webinars and local training programs
- Engaged in ongoing discourse and discussion with other Florida MPOs concerning effective public involvement techniques and programs

### Required Activities:

- Conduct annual review and update of the Public Participation Plan (PPP) as needed
- Provide public participation opportunities for all MPO related transportation plans, hearings, workshops and events as needed
- Solicit citizen volunteers for the MPO Advisory Committees.
- Provide timely notification to the public of all MPO related meetings, hearings, workshops, special and joint meetings, and plan reviews using electronic, print, audio, and video as needed
- Prepare MPO Public Participation element and Public Participation Plan for the 2050 Long Range Transportation Plan

- Continue to respond to citizen, agency, and media queries on all MPO related topics and plans as needed
- Continue to attend civic, non-profit, professional, and business group meetings and forums when available
- Continue to review and improve the MPO website including ADA compliance and 2050 LRTP additions as needed Continue to solicit nominees and award a Citizens Transportation Mobility Award in 2026 and 2027
- Continue to implement creative electronic, print, or visual techniques and methods to provide citizens with information (Ongoing)
- Continual review and update of the MPO informational brochure as needed.
- Continue to solicit citizen input on methods to improve roadway safety and, potential bicycle and pedestrian improvements (Ongoing)
- Continue to develop relationships with traditionally underserved populations. MPO has worked with FHWA and FDOT staff to review and solicit comments on underserved populations aspects of the 2050 LRTP (Ongoing)
- Continue to work with MPO Advisory Committee members in developing their roles as MPO information conduits to their constituents, clients, and friends (Ongoing)
- Utilize a General Planning Consultant services as needed
- Utilize the MPO website for improved public outreach and participation as needed
- Prepare an MPO Evaluation/Comment Survey, disseminate at all MPO public participation events (live and virtual) and compile survey responses

**End Products**

- Inclusion of all public surveys, interactive mapping tools, verbal and written public comment and opinion in the MPO process and all planning documents
- Public participation workshops and public involvement events in support of the 2050 Long Range Transportation Plan
- Annual Public Participation Summary and Evaluation Report in FY 2024 and FY 2025
- Updated MPO brochure, website, and future technological improvements to enhance public involvement. Citizen Transportation Mobility Award July 2024 and July 2025
- Public Participation Plan (PPP) amendment/revisions as needed
- 2050 LRTP with all required public participation opportunities and guidelines met
- Citizen volunteers for various MPO Advisory Committees
- Evaluation/Comment Survey for all public involvement events, including participant demographic and meeting logistic/venue feedback

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 – FY 2027	FHWA (PL)	<u>\$20,000</u>
		<b>TOTAL</b>	<b>\$20,000</b>
	Year 2 – FY 2028	FHWA (PL)	<u>\$ 20,000</u>
		<b>TOTAL</b>	<b>\$ 20,000</b>

### Task 3: Estimated Budget Detail For “Planning Task”

Task 3 PUBLIC PARTICIPATION PLAN (PPP)			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits & Other deductions	\$ 20,000	-	\$ 20,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>
<b>Total</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75	
Personnel (salary and benefits)			
MPO Staff salaries, benefits & Other deductions	\$ 20,000	-	\$ 20,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>
<b>Total</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 40,000
<b>Total</b>	<b>\$ 40,000</b>

## Task 4 Long Range Transportation Plan (LRTP)

### Purpose:

- Apply Florida Standard Urban Transportation Model Structure (FSUTMS) for the management system projects
- Continue participation in the statewide Model Task Force technical meetings.
- Support utilization of FSUTMS new Statewide PTV Visum model software.
- Routinely evaluate and update the MPO's 2045 Long Range Transportation Plan as needed
- Implement MPO's Long Range Transportation Plan Amendment Procedures as needed
- Utilize 2021-2024 General Planning Consultant services as needed
- Participation in the development of D1RPM update for 2050 LRTP
- Develop the 2050 Long Range Transportation Plan (LRTP) Update with adoption date on - October 5<sup>th</sup>, 2025
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022

### Previous Work:

- Adopted 2050 Long Range Transportation Plan (LRTP) Update October 2025
- Endorsed Model Validation (Spring 2019)
- Endorsed Goals, Objectives and Socio-Economic Data for 2045,2050 LRTP
- Hazard Mitigation planning element documentation included in the 2040 LRTP Update
- Adopted FDOT District One Regional Planning Model (D1RPM)
- Adopted 2050 LRTP Socio-Economic Data and endorsed 2019 Model Validation Data
- Refined 2045 Socio-Economics Data control totals completed in December 2019
- Refined 2050 D1RPM Model September 2025
- Adopted 2050 Socio-Economics Data by the MPO Board in December 2023
- Validated 2019 District One Regional Planning Model (DIRPM) – November 2023
- Three signed GPC contracts
- Amendments to the 2045 LRTP as needed
- Adopt 2045 LRTP - October 2020
- Coordinate the FDOT District One Consultant to update and validate the 2019 DIRPM model as needed
- Adopt 2050 LRTP by October 2, 2025
- Updated 2050 computerized transportation planning model (FSUTMS) for traffic impact and alternative analysis
- Adopted 2025 and 2026 FDOTs Vision Zero safety performance targets
- Refine 2050 LRTP with updated Transportation Performance Measures October 2025
- Refine 2045 LRTP with updated Autonomous, Connected Electric, and Shared (ACES) – October 2020

### Required Activities:

- Updated FSUTMS model Incorporating the 2020 Validated Network and Socio-Economic Data
- Utilize 2050 D1RPM for traffic impact and alternative analysis of the existing network as needed
- Continued staff participation in FSUTMS, Cube and PTV Visum software updates
- Incorporate the Federal Requirements regarding Congestion Management Process as needed
- Year of Expenditure (YOE) and Present-Day Cost (PDC) calculations and supporting documentation for all LRTP projects planning

- Utilize summarizing the integration of Autonomous, Connected, Electric, and Shared (ACES) vehicle research into LRTP analysis Utilize the guidelines in 2021 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Adoption and documentation of federally required safety performance targets for the 2025 and 2026
- Utilize the FDOTs safety- related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT’s 2026 safety targets, which set the target at “0” for each performance measures
- Establish performance-based planning documentation update consistent to Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) Act
- Execute General Planning Consultant Services contract with three consultants for FY 2026- 2029 as of July 2026
- Utilize General Planning Consultant services. - (See Appendix I)

**End Products:**

- Inclusion of the ETDM process into the overall planning process (On-going)
- Adopted 2050 LRTP
- Updated FSUTMS model incorporating the 2020 validated network and socio-economic data
- Adopted MPO 2026 Safety Targets based FDOT’s five safety-related performance measures
- Executed General Planning Consultant contracts
- Performance-based planning documentation consistent with MAP-21 and FAST Act requirements
- Adopted Public Participation Element for 2050 LRTP
- Adopted 2050 Goals and Objectives, Needs Plan, Cost Feasible Plan and Executive Summary
- Updated and validated 2019 DIRPM model completed in coordination with the FDOT District One consultant
- Traffic impact and alternative analysis results using the 2050 D1RPM as needed

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 - FY 2027	FHWA (PL)	<u>\$30,000</u>
		<b>TOTAL</b>	<b>\$30,000</b>
	Year 2 - FY 2028	FHWA (PL)	<u>\$30,000</u>
		<b>TOTAL</b>	<b>\$30,000</b>

### Task 4: Estimated Budget Detail For “Planning Task”

Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)			
2027			
<b>Funding Source</b>	FHWA		FY 2027 Total
<b>Contract Number</b>	G3P75		
<b>Source Level</b>	PL	<i>Total</i>	
<b>MPO Budget Reference</b>			
<b>Lookup Name</b>	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 30,000	-	\$ 30,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
2028			
<b>Funding Source</b>	FHWA		FY 2028 Total
<b>Contract Number</b>	G3P75		
<b>Source</b>	PL	<i>Total</i>	
<b>MPO Budget Reference</b>			
<b>Lookup Name</b>	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 30,000	-	\$ 30,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
<b>Total</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 60,000
<b>Total</b>	<b>\$ 60,000</b>

## Task 5 Transportation Improvement Program (TIP)

### Purpose:

Develop Transportation Improvement Programs (TIP) for FY 2026/2027 and 2027/2028 that identifies all federal, state and locally funded transportation improvements.

### Previous Work:

- Adopted the FY 2024/2025 – FY 2028/2029 TIP in cooperation with FDOT and local government agencies in May 2014
- Adopted the FY 2025/2026 – FY 2029/2030 TIP in cooperation with FDOT and local government agencies in May 2025
- Adopted the TIP in cooperation with FDOT and local government agencies
- Coordinated regional highway, transportation alternatives, Transportation Regional Incentive Program (TRIP) and congestion management transportation project priorities in May 2019 and May 2020
- Reviewed FDOT Draft Tentative Work Program for FY 2020/2021 through FY 2024/2025
- Coordinated with the City of Punta Gorda and Charlotte County to incorporate Capital Improvements Program into adopted TIPs
- Adopted FDOTs statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2018 safety targets as MPOs vision zero targets
- Project Priorities Lists for FY 2024 and 2025 in May 2024 and May 2025 respectively
- FDOT Tentative Work Programs for FY 2025/2030 and FY 2026/2031 to be reviewed by MPO Board by December 2024 and December 2025 respectively
- Amendments to the 2024 Transportation Improvement Program (TIP) as needed
- Incorporated performance-based planning into the TIP in accordance with MAP-21 and the FAST Act, adopted in May 2024 and May 2025
- Updated FDOT performance measures and safety targets in FY 2024/2025 through 2025/2026 TIP and FY 2025/2026 through 2028/2029 TIP adopted by May 2024 and May 2025 respectively

### Required Activities:

- Coordinate input from the City of Punta Gorda, Charlotte County and the Charlotte County Airport Authority (CCAA) for establishing project priorities (annually)
- Review project priorities with FDOT, TAC, CAC and BPAC while obtaining public input and ideas through the Committee process (annually)
- Ensure project priorities are consistent with the Long-Range Transportation Plan (LRTP) Updates as needed
- Ensure documentation on project priority methodology is included within the Transportation Improvement Program (TIP) (annually)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Federal Transportation Act.
- Develop Transportation Improvement Program (TIP)
- Coordinate TIP Amendments with FDOT, the City of Punta Gorda and Charlotte County, as required
- Review recommended TIP Amendments with FDOT, TAC, CAC and BPAC while obtaining public input through the Committee process as needed

- Coordinate with Charlotte County and City of Punta Gorda in developing 2024 and 2025 Project Priorities
- Ensure all amendments are consistent with the adopted LRTP Update as needed
- Review the FDOT Draft Tentative Work Programs with FDOT, TAC, CAC and BPAC (annually)
- Assist FDOT in implementing its Adopted Work Program by notifying sponsors whose projects have moved into the first year of the MPO TIP (annually)
- Coordinate with Sarasota/Manatee MPO to identify regional projects for inclusion in the TIP
- Collaborate with Sarasota/Manatee and Lee County MPOs in establishing Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternative project priorities, as required
- Implement the MPO's Congestion Management Process (CMP) incorporated in the 2050 LRTP Update as needed
- Maintain the Congestion Management System (CMS) per Federal transportation legislation, FDOT and local agency requirements (annually)
- Utilize the guidelines in 2021 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Utilize the FDOT's safety-related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2020 safety targets, which set the target at "0" for each performance measure
- Utilize General Planning Consultant services as needed

**End Products:**

- Adopted FY 2024/2025 through 2028/2029 Transportation Improvement Programs (TIP) adopted by May 2023
- Adopted FY 2025/2026 through 2029/2030 Transportation Improvement Programs (TIP) adopted by May 2024
- Project Priorities Lists for FY 2026/2027 and FY 2028/2029 in May 2026 and May 2027 respectively
- FDOT Tentative Work Programs for FY 2025/2026 and FY 2026/2027 to be reviewed by MPO Board by December 2025 and December 2026 respectively.
- Adopted Regional priorities with Sarasota Manatee MPO and Lee MPO annually
- Amendments to the 2024 Transportation Improvement Program (TIP) as needed
- Performance based planning incorporated in TIP in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act adopted by May 2025 and May 2026 respectively
- Update FDOT performance measures and safety targets in FY 2025/2026 through 2029/2030 TIP and FY 2026/2027 through 2030/2031 TIP adopted by May 2025 and May 2026 respectively.
- Regional project lists for inclusion in the TIP, developed in coordination with the Sarasota/Manatee MPO
- General Planning Consultant (GPC) work products supporting MPO planning tasks, prepared as needed

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 – FY 2027	FHWA (PL) <u>\$ 30,000</u>
		<b>TOTAL \$ 30,000</b>
	Year 2 – FY 2028	FHWA (PL) <u>\$ 30,000</u>
		<b>TOTAL \$ 30,000</b>

### Task 5: Estimated Budget Detail For “Planning Task”

Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other deductions	\$ 30,000	-	\$ 30,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
<b>Total</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, benefits & Other Deductions	\$ 30,000	-	\$ 30,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
<b>Total</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 60,000
<b>Total</b>	<b>\$ 60,000</b>

## Task 6 Special Project Planning

### Purpose:

Complete various recurring and non-recurring planning projects

### Previous Work:

- Supported and provided input for funding the City of Punta Gorda and Charlotte County projects in December 2024 and 2025 (Ongoing)
- Participated in the Efficient Transportation Decision Making (ETDM) process during the 2050 LRTP development and in the MPO's overall planning process
- Participated in Traffic Incident Management (TIM) Team for Charlotte, Sarasota, Manatee, Collier and Lee Counties (Ongoing)
- Monitored activities of the Continuing Florida Aviation System Planning Process (CFASPP)
- Attended, Punta Gorda Airport Authority meetings when possible
- Attended, City of Punta Gorda council meetings, when possible
- Worked with Charlotte County with the development of a Bicycle/Pedestrian Master Plan
- Coordinated the MPO Bicycle/Pedestrian Committee in the development a Charlotte County Bicycle/Pedestrian map for 2019
- Coordinated and distributed Charlotte County Bicycle/Pedestrian Maps with local Bicycle shop owners, Visitor Information Centers and Chambers of Commerce throughout Charlotte County
- Assisted Charlotte County Division of Parks and Recreation in securing SUN Trail grants for trail projects
- Organized and participated on the Community Traffic Safety Team (CTST) Assisted in the participation, discussion, and approval of the SUN Trail Feasibility Study at the BPAC, CAC, TAC and MPO Board meetings
- Coordinated with FDOT on adding North Jones Loop Road (I-75 to Piper Road) and Piper Road (North Jones Loop Road to US 17) as NHS projects
- Supported the Punta Gorda Airport Authority, as an emerging SIS facility
- Adopted the Charlotte County Comprehensive Safety Action Plan using Safe Streets and Roads for All (SS4A) grant award

### Required Activities:

- Represent the MPO at bi-monthly TIM Team and CTST meetings
- Review roadway design plans and proposed developments for appropriate incorporation of bicycle and pedestrian improvements as needed
- Lead coordination efforts for Charlotte County and the City of Punta Gorda for review and updating of Bicycle/Pedestrian Master Plans
- Coordinate with local entities regarding the latest developments and its impacts on transportation projects
- Work with Government agencies, citizens' groups involved in alternate transportation projects
- Coordinate Safe Routes to Schools (SRTS) initiatives
- Coordinate with the Florida Office of Greenways and Trails and regional organizations for SUN Trail and opportunity trail projects
- Update and produce a Charlotte County Bicycle/Pedestrian map for 2026
- Continued support of the CRAs of Charlotte County (ongoing)
- Continue to coordinate the MPO Bicycle/Pedestrian Committee meetings(quarterly)

- Continue monitoring appropriate discretionary grant programs and apply for funding as appropriate
- Develop planning documents as required in provisions listed in discretionary grant’s Notice of Funding Opportunity (NOFO)
- Coordinate with Southwest Florida MPOs on the passenger rail Initiative to secure funding for multi-county Passenger Rail Feasibility Study
- Coordination with Charlotte County Utilities Department regarding planned transportation projects
- Execute General Planning Consultant Services contract with three consultants for FY 2026- 2029

### **Complete Streets**

The Charlotte County-Punta Gorda MPO is required to allocate 2.5% of its PL funding toward Complete Streets (CS). The MPO will incorporate CS principles throughout its planning activities to ensure that transportation projects are developed in a manner that is compatible with community values, environmental considerations, and multimodal mobility needs. The MPO and its consultants will undertake the following efforts in support of CS:

- Coordinate with Florida Department of Transportation (FDOT), City of Punta Gorda, Airport Authority and Charlotte County to ensure that project priorities reflect CS principles that support multi-modal transportation options.
- Participate in community events that promote bicycle/pedestrian activities and safety awareness and public education.
- Participate in meetings/workshops pertaining to CS and multi-modal transportation initiatives including events hosted by Bicycle Pedestrian Advisory Committee, FDOT, FHWA, Local Technical Assistance Program (LTAP).
- Prepare additional planning documents to fulfill eligibility requirements for the following initiatives:
  - Complete Streets
  - Resiliency
  - Vision Zero – Comprehensive Safety Action Plan
- Ensure all MPO tasks and activities pertaining to CS will be used to increase safe, multi-modal, and accessible travel options for persons of all abilities.

### **End Products:**

- Annual listing of multi-modal transportation project priorities developed in coordination with Charlotte County, the City of Punta Gorda, and the Punta Gorda Airport Authority
- Updated Transportation Improvement Program (TIP), including project priority methodology and all required amendments.
- Updated Charlotte County Bicycle/Pedestrian Map (2026) and related GIS shapefiles, as needed. Updated SUN Trail network maps and shapefiles as needed
- Traffic Incident management (TIM) Team and CTST participation, (quarterly)
- DRI reviews of proposed large developments, as needed
- BPAC coordination and participation (quarterly)
- Work products developed under the General Planning Consultant (GPC) services contract Final report for the Charlotte County Comprehensive Safety Action Plan – March 2025
- Planning documents prepared to meet eligibility requirements for the following initiatives:
  - Complete Streets
  - Resiliency
  - Vision Zero – Comprehensive Safety Action Plan

**Responsible Agency:** Charlotte County- Punta Gorda MPO/Charlotte County Government

<b>Funding Sources:</b>	Year 1 – FY 2027	FHWA (PL)	\$25,000
	Year 1 – FY 2027	PL CS*	<u>\$15,663</u>
		<b>TOTAL</b>	<b>\$40,663</b>
	Year 2 – FY 2028	FHWA (PL)	\$ 25,000
	Year 2 – FY 2028	PL CS*	<u>\$ 15,663</u>
		<b>TOTAL</b>	<b>\$ 40,663</b>

[§ 11206(b)] 2.5% of the total PL allocation for FY 2026/2027 is \$15,663 and for FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets.

## Task 6: Estimated Budget Detail For “Planning Task”

Task 6 SPECIAL PROJECT PLANNING			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other Deductions	\$ 40,663	-	\$ 40,663
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>
<b>Total</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, benefits & Other Deductions	\$ 40,663	-	\$ 40,663
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>
<b>Total</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>	<b>\$ 40,663</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 81,326
<b>Total</b>	<b>\$ 81,326</b>

[§ 11206(b)] 2.5% of the total PL allocation for FY 2026/2027 is \$15,663 and for FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets.

## Task 7 Regional Planning and Coordination

### Purpose:

This task provides for coordinated planning efforts between regional entities, i.e., other MPOs, Transportation Planning Organizations (TPOs), and regional transportation planning agencies.

### Previous Work:

- Participated in joint MPO Board meetings with Lee County and Sarasota/Manatee MPOs
- Coordinated with the Lee County MPO to attend each other's respective Technical Advisory Committee (TAC) meetings
- Adopted the Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Lee County MPO
- Adopted the Revised Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Sarasota/Manatee MPO January 2024
- Coordinated with Lee County MPO on the development of transportation system serving Babcock Ranch
- Continued coordination with the Lee County MPO on proposed improvements along the Burnt Store Road Corridor
- Participated in the Coordinated Urban Transportation Studies (CUTS) Committee of FDOT District One MPOs on a quarterly basis
- Negotiated the Joint Transportation Regional Incentive Program projects list developed with the Sarasota/Manatee MPO and Lee MPO
- Discussed improvements to Englewood Interstate Corridor and improved access to I-75 with Sarasota/Manatee MPO
- Participated in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) on a quarterly basis
- Participated in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, November 2023
- Participated with Tampa Bay Area Regional Transportation Authority (TBARTA) in the organization of the Southwest Coastal Regional Trail initiative
- Served on the MPOAC Freight Committee
- Attended Lee TAC and BPAC meetings when possible
- Attend Sarasota Manatee MPO TAC and BPAC meetings when possible

### Required Activities:

- Continue implementing the procedures identified in the Joint Regional Transportation Planning and Coordination Interlocal Agreements with Sarasota/Manatee MPO and Lee County MPO (ongoing)
- Execute procedures identified in the adopted MPO Public Participation Plan for regional issues, as needed
- Continue to coordinate with Lee County and the Southwest Florida Regional Planning Council (SWFRPC) on providing input and analysis for the Development of Regional Impact (DRI) (ongoing)

- Continue to coordinate with Sarasota/Manatee and Lee County MPOs in setting Regional Project Priorities (annually)
- Continue to coordinate with Sarasota/Manatee and Lee County MPOs to enhance the integration and connectivity of the transportation system (ongoing)
- Support and participate in the CUTS Committee of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) and associated subcommittees (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participate in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- Prepare and submit the MPO annual Certification responses for FDOT
- Utilize a General Planning Consultant services to support regional planning activities as needed
- Attend TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO when possible

**End Products:**

- Implementation of the Joint Regional Transportation Planning and Coordination Interlocal Agreements with the Sarasota/Manatee MPO and the Lee County MPO (annually)
- Assessments of the effectiveness of all regional public involvement techniques for additions and improvements as needed
- Coordination efforts with Sarasota/Manatee, Lee, Collier MPOs and Heartland TPO (ongoing)
- Update Regional Roadways Network through coordination with Sarasota/Manatee and Lee County MPOs, as required
- Summaries related to Developments of Regional Impact (DRIs), prepared in collaboration with Lee County and the Southwest Florida Regional Planning Council (SWFRPC)
- Adopted annual Regional Project Priority Lists developed jointly with the Sarasota/Manatee MPO and the Lee County MPO
- Demonstrated efforts to enhance regional transportation system integration and connectivity
- Participation in the Coordinated Urban Transportation Studies (CUTS) of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participation in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- Completed MPO Annual Certification responses submitted to FDOT (annually)
- Work products developed through the General Planning Consultant (GPC) contract, as needed.
- Participation in Lee County TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO.
- Records supporting regional coordination activities conducted in accordance with the MPO Public Participation Plan

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 – FY 2027	FHWA (PL)	<u>\$ 19,000</u>
		<b>TOTAL</b>	<b>\$ 19,000</b>
	Year 2 – FY 2028	FHWA (PL)	<u>\$19,000</u>
		<b>TOTAL</b>	<b>\$19,000</b>

## Task 7: Estimated Budget Detail For “Planning Task”

Task 7 REGIONAL PLANNING AND COORDINATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other Deductions	\$ 19,000	-	\$ 19,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>
<b>Total</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other Deductions	\$ 19,000	-	\$ 19,000
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>
<b>Total</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>	<b>\$ 19,000</b>

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 38,000
<b>Total</b>	<b>\$ 38,000</b>

## Task 8 Transit & Transportation Disadvantaged (TD) Planning

### Purpose:

Support existing transit programs and assist Charlotte County Transit in implementing recommendations of the Transit Development Plan (TDP) and the Transportation Disadvantaged Service Plan (TDSP), as well as utilize staff /consultant services in the development of the 2055 Long Range Transportation Plan (LRTP) to integrate transit priorities with roadway

### Previous Work:

- Assisted with annual progress reports for the *Charlotte Rides* 2024 Transit Development Plan (TDP) (utilizing only the County's FTA Section 5307 funds)
- Support the development of the next TDP document
- Provided staffing of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) quarterly
- Training of LCB membership in January 2025
- Attended the annual Commission for the Transportation Disadvantaged (CTD TD) planner training on September 3, 2025, at the Florida Public Transit Association Conference
- Assisted with Charlotte Transit marketing and planning activities
- Adopted new TDSP in September 2021 and amended as required
- Assisted with the LCB's annual evaluation of the CTC in May 2025
- Appointment of Charlotte County Board of County Commissioner (BCC) to continue as the Community Transportation Coordinator (CTC) for Charlotte County in April 2021 for next five-year period
- Developed LCB Bylaws – September 2025
- Developed LCB Grievance Procedures – November 2025
- Recommended the CTC for the next five-year period and coordinated agenda items for Charlotte County BCC, LCB and MPO Board.
- In conjunction with the Charlotte County Transit Division and the LCB, developed the next Memorandum of Agreement between Charlotte County and the Florida Commission for the Transportation Disadvantaged prior to July 1, 2026.

### Required Activities:

- Assist with a marketing plan for Charlotte County Transit, as well as FTA Section 5310 and 5311 programs review (On going)
- Coordinate with the LCB in planning for TD services with the cooperation of the CTC, including the planning and review of transit operations (ongoing)
- Advise on improved security, safety, and accessibility issues with the Charlotte County Transit Division (On going)
- Coordinate and assist considering regional transit routes with Sarasota, DeSoto and Lee Counties (On going)
- Develop the Transportation Disadvantaged Service Plan (TDSP)/Coordinated Public Transit — Human Services Transportation Plan (CPT-HSTP) by September 2026 in cooperation with the Charlotte County Transit

- Recommend the CTC for the next five-year period and coordinate agenda items for Charlotte County BCC, LCB and MPO Board. In conjunction with the Charlotte County Transit Division and the LCB – September 2027
- Procure for consulting services to prepare a cost analysis study for Charlotte County Transit. Target completion date: September 2027
- Procure for consulting services to prepare a Charlotte County Transit Efficiency Study – September 2027 & 2028
- Procure marketing services for Charlotte County Transit to promote transit services, target marketing and assess trends in ridership - September 2026 – October 2027
- Develop the next Memorandum of Agreement between Charlotte County and the Florida Commission for the Transportation Disadvantaged July 1, 2026.
- Execute FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2027 – FY 2028
- Utilize General Planning Consultant services as needed i.e., 2055 Long Range Transportation Plan (LRTP) or any other transit-related studies (See Appendix I)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) and subsequent federal transportation – (On going)
- Transit Development Plan update annually
- Review Charlotte County Transit Public Transportation Agency Safety Plan (PTASP) as needed
- Review Charlotte County Transit Asset Management (TAM) targets as needed
- Develop LCB Bylaws – September 2026 and September 2027
- Develop LCB Grievance Procedures – November 2026 and November 2027

**End Products:**

- FY 2027 – FY 2028 FTA Section 5305 (d) Consolidated Planning Grant (CPG) including FTA Section 5310 and 5311
- Attendance at USDOT, FDOT and Florida Commission for the Transportation Disadvantaged (CTD) approved training courses, and the procurement of educational materials as provided
- CTC Evaluation May 2027
- Adopt new TDSP in September 2026 and amend it May 2027 with new rate model calculations
- Updated TDSP/CPT-HSTP Annual Updates in September 2026
- Regional transit coordination summaries when available with Sarasota, DeSoto, and Lee Counties, documenting potential route planning and service integration (Ongoing)
- Coordinate with Charlotte County Transit on new Charlotte County TDP (target date: March 2030) and any subsequent annual progress report as required
- Procurement for consulting services to prepare a cost analysis study for Charlotte County Transit. Target completion date: September 2027
- Procurement for consulting services to prepare a Charlotte County Transit Efficiency Study – September 2027 & 2028
- Procured marketing services for Charlotte County Transit to promote transit services, target marketing and assess trends in ridership – September 2026 – October 2027
- Deliverables supporting the 2055 Long Range Transportation Plan (LRTP) and other transit-related studies
- MPO Board review of the TDP Annual Updates

- Updated LCB Bylaws – September 2026 and September 2027
- Updated LCB Grievance Procedures – November 2026 and November 2027
- General Planning consultant services to initiate 2055 Long Range Transportation Plan (LRTP) Update and for the adoption date – October 2030
- Other special transportation planning studies, as needed

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 – FY 2027	FHWA (PL)	\$ 65,200
	Year 1 – FY 2027	TD Planning Grant	\$ 27,291
	Year 1 – FY 2027	FTA Section 5307 (County)	<u>\$ 298,096</u>
		<b>TOTAL</b>	<b>\$390,587</b>
	Year 2 – FY 2028	FHWA (PL)	\$ 65,200
	Year 2 – FY 2028	TD Planning Grant	\$ 27,291
	Year 2 – FY 2028	FTA Section 5307 (County)	<u>\$ 148,096</u>
		<b>TOTAL</b>	<b>\$ 240,587</b>

FTA Section 5307 requires a 20% match, which is being satisfied using Transportation Dev. Credits (TDCs).



Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING										
MPO Vertical Reference	2027									
	Funding Source	FHWA		CTD		FTA 5307		Local		FY 2027 Total
	Contract Number	G3P75		G3XXX		XXXXX		XXXXX		
	Source Level	PL	Total	State	Total	Federal	Total	Local	Total	
MPO Budget Reference Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	2027 CTD G3XXX (State)	CTD G3XXX (Total)	2027 FTA 5307 XXXXX (Federal)	FTA 5307 XXXXX (Total)	2027 Local XXXXX (Local)	Local XXXXX (Total)		
	Personnel (salary and benefits)									
	MPO Staff Salaries & Other deductions	\$ 61,910	-	\$ 27,875	-	\$ -	-		-	\$ 89,785
	<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 61,910</b>	<b>\$ 61,910</b>	<b>\$ 27,875</b>	<b>\$ 27,875</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 89,785</b>
	Consultant									
	Charlotte County Transit TDP Progress Report & other Transit related Studies					\$ 298,096	-	\$ 74,524	-	\$ 372,620
	<b>Consultant Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 298,096</b>	<b>\$ 298,096</b>	<b>\$ 74,524</b>	<b>\$ 74,524</b>	<b>\$ 372,620</b>
	Travel									
	Travel for Staff and LCB /CTD Board Member attend trainings, meetings and conference	\$ 1,200	-		-		-		-	\$ 1,200
	<b>Travel Subtotal</b>	<b>\$ 1,200</b>	<b>\$ 1,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,200</b>
	Direct Expenses									
	Advertising Costs for LCB Ads, Job posting and any related and required public meetings for TD Planning	\$ 1,000	-		-		-		-	\$ 1,000
	Registration, training, conference, subscriptions	\$ 1,000	-		-		-		-	\$ 1,000
	Simulator video subscription	\$ 90	-		-		-		-	\$ 90
	<b>Direct Expenses Subtotal</b>	<b>\$ 2,090</b>	<b>\$ 2,090</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,090</b>
	<b>Total</b>	<b>\$ 65,200</b>	<b>\$ 65,200</b>	<b>\$ 27,875</b>	<b>\$ 27,875</b>	<b>\$ 298,096</b>	<b>\$ 298,096</b>	<b>\$ 74,524</b>	<b>\$ 74,524</b>	<b>\$ 465,695</b>
MPO Vertical Reference	2028									
	Funding Source	FHWA		CTD		FTA 5307		Local		FY 2028 Total
	Contract Number	G3P75		G3XXX		XXXXX		XXXXX		
	Source Level	PL	Total	State	Total	Federal	Total	Local	Total	
MPO Budget Reference Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75	2028 CTD G3XXX (State)	CTD G3XXX (Total)	2028 FTA 5307 XXXXX	FTA 5307 XXXXX (Total)	2028 Local XXXXX (Local)	Local XXXXX		
	Personnel (salary and benefits)									
	MPO Staff Salaries & Other deductions	\$ 61,910	-	\$ 27,875	-	\$ -	-		-	\$ 89,785
	<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 61,910</b>	<b>\$ 61,910</b>	<b>\$ 27,875</b>	<b>\$ 27,875</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 89,785</b>
	Consultant									
	Charlotte County Transit TDP Progress Report & other Transit related Studies					\$ 148,096	-	\$ 37,024	-	\$ 185,120
	<b>Consultant Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 148,096</b>	<b>\$ 148,096</b>	<b>\$ 37,024</b>	<b>\$ 37,024</b>	<b>\$ 185,120</b>
	Travel									
	Travel for Staff and LCB Board Member attend trainings, meetings and conference	\$ 1,200	-		-		-		-	\$ 1,200
	<b>Travel Subtotal</b>	<b>\$ 1,200</b>	<b>\$ 1,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,200</b>
	Direct Expenses									
	Advertising Costs for LCB Ads, Job posting and any related and required public meetings for TD Planning	\$ 1,000	-		-		-		-	\$ 1,000
	Registration, training, conference, subscriptions	\$ 1,000	-		-		-		-	\$ 1,000
	Simulator video subscription	\$ 90	-		-		-		-	\$ 90
	<b>Direct Expenses Subtotal</b>	<b>\$ 2,090</b>	<b>\$ 2,090</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,090</b>
	<b>Total</b>	<b>\$ 65,200</b>	<b>\$ 65,200</b>	<b>\$ 27,875</b>	<b>\$ 27,875</b>	<b>\$ 148,096</b>	<b>\$ 148,096</b>	<b>\$ 37,024</b>	<b>\$ 37,024</b>	<b>\$ 278,195</b>

## Task 9 Agency Expenditures Using Local Funds

**Purpose:**

To support activities and informational discussions related to legislative Delegation meetings on issues that affect the operations and functions of the MPO. The task as include the use of local funds for eligible expenditures that are not reimbursable through state and federal grant sources.

**Required Activities:**

- Monitor all Legislative Delegation meetings that could impact the MPO operations or its overall mission
- Coordinate with the Metropolitan Planning Organization Advisory Council (MPOAC) on statewide legislative matters affecting the MPO
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Administer and present the Peggy Walters Citizens Transportation Planning Award
- Reimburse staff for Class C related travel that is not covered by State and Federal regulations
- Cover expenses that are not eligible for FHWA reimbursement

**End Products:**

- Attendance at state and local legislative sessions on MPO related issues, as needed
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Non-reimbursable expenses covered over the years by the County i.e., award plaques, meeting refreshments, operating expenses, other planning /transit activities, membership fees, Class C Meals, salaries and benefits
- Presentation of the Peggy Walters Citizens Transportation Planning Award, accompanied by supporting documents and recognition materials

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b>	Year 1 – FY 2027	<b>*LOCAL FUNDS</b>	<u>\$16,569</u>
		<b>TOTAL</b>	<b>\$16,569</b>
	Year 2 – FY 2028	<b>*LOCAL FUNDS</b>	<u>\$16,569</u>
		<b>TOTAL</b>	<b>\$16,569</b>

\*Local funds are used to cover expenses not eligible for FHWA reimbursement.



Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS			
2027			
Funding Source	Local		FY 2027 Total
Contract Number			
Source Level	Local	Total	
MPO Budget Reference			
Lookup Name	2027 Local (Local)	Local (Total)	
Salaries & Benefits not allowable by State	\$ 2,419	-	\$ 2,419
<b>Personnel (salary and benefits)</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>
Travel			
Travel expenses	\$ 700	-	\$ 700
<b>Travel Subtotal</b>	<b>\$ 700</b>	<b>\$ 700</b>	<b>\$ 700</b>
Direct Expenses			
Local contribution provided to the MPO by County for travel expenses, office expenes, membership, dues, meeting refreshments, promotional items, Peggy Walters Award Plaque and any other expenses not grant eligible	\$ 13,450	-	\$ 13,450
<b>Direct Expenses Subtotal</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>
<b>Total</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>
2028			
Funding Source	Local		FY 2028 Total
Contract Number			
Source	Local	Total	
MPO Budget Reference			
Lookup Name	2028 Local (Local)	Local (Total)	
Personnel (salary and benefits)			
Salaries & Benefits not allowable by State	\$ 2,419	-	\$ 2,419
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>
Travel			
Travel expenses that is not allowable by State/Feds	\$ 700	-	\$ 700
<b>Travel Subtotal</b>	<b>\$ 700</b>	<b>\$ 700</b>	<b>\$ 700</b>
Direct Expenses			
Local contribution provided to the MPO by County for travel expenses, office expenes, membership, dues, meeting refreshments, promotional items, Peggy Walters Award Plaque and any other expenses not grant eligible	\$ 13,450	-	\$ 13,450
<b>Direct Expenses Subtotal</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>
<b>Total</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>

**Table 1: Agency Funding Source Table FY 2027- FY 2028**

Funding Source  
May 18, 2026

Contract	Funding Source	Source Level	2027	2028	FY 2027 Funding Source				FY 2028 Funding Source			
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
G3XXX	CTD	State	\$ 27,875	\$ 27,875	\$ -	\$ -	\$ 27,875	\$ -	\$ -	\$ -	\$ 27,875	\$ -
		<b>CTD G3XXX TOTAL</b>	<b>\$ 27,875</b>	<b>\$ 27,875</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,875</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,875</b>	<b>\$ -</b>
G3P75	FHWA	PL	\$ 626,506	\$ 626,506	\$ 138,178	\$ 626,506	\$ -	\$ -	\$ 138,178	\$ 626,506	\$ -	\$ -
		<b>FHWA G3P75 TOTAL</b>	<b>\$ 626,506</b>	<b>\$ 626,506</b>	<b>\$ 138,178</b>	<b>\$ 626,506</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 138,178</b>	<b>\$ 626,506</b>	<b>\$ -</b>	<b>\$ -</b>
XXXXX	FTA 5307	Federal	\$ 298,096	\$ 148,096	\$ -	\$ 298,096	\$ -	\$ -	\$ -	\$ 148,096	\$ -	\$ -
		<b>FTA 5307 XXXXX TOTAL</b>	<b>\$ 298,096</b>	<b>\$ 148,096</b>	<b>\$ -</b>	<b>\$ 298,096</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 148,096</b>	<b>\$ -</b>	<b>\$ -</b>
XXXXX	Local	Local XXXXX TOTAL	\$ 74,524	\$ 37,024	\$ -	\$ -	\$ -	\$ 74,524	\$ -	\$ -	\$ -	\$ 37,024
	Local	Local TOTAL	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
<b>TOTAL</b>			<b>\$ 1,043,570</b>	<b>\$ 856,070</b>	<b>\$ 138,178</b>	<b>\$ 924,602</b>	<b>\$ 27,875</b>	<b>\$ 91,093</b>	<b>\$ 138,178</b>	<b>\$ 774,602</b>	<b>\$ 27,875</b>	<b>\$ 53,593</b>
FTA Section 5307 requires a 20% match, which is being satisfied using Transportation Dev. Credits (TDCs).												

**Table 2: Agency Participation Table FY 2027 - FY2028**

**Agency Participation  
May 18, 2026**

Funding Source Contract	CTD G3XXX		FHWA G3P75		FTA 5307 XXXXX		Local XXXXX		Local	
	2027	2028	2027	2028	2027	2028	2027	2028	2027	2028
<b>Total Budget</b>	\$ 27,875	\$ 27,875	\$ 626,506	\$ 626,506	\$ 298,096	\$ 148,096	\$ 74,524	\$ 37,024	\$ 16,569	\$ 16,569
<b>Task 1 ADMINISTRATION</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 297,743	\$ 297,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 70,600	\$ 70,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 376,643	\$ 376,643	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 2 DATA COLLECTION, ANALYSIS AND MAPPING</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 3 PUBLIC PARTICIPATION PLAN (PPP)</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 6 SPECIAL PROJECT PLANNING</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 40,663	\$ 40,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 40,663	\$ 40,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 7 REGIONAL PLANNING AND COORDINATION</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING</b>										
Personnel (salary and benefits)	\$ 27,875	\$ 27,875	\$ 61,910	\$ 61,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 298,096	\$ 148,096	\$ 74,524	\$ 37,024	\$ -	\$ -
Travel	\$ -	\$ -	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 27,875	\$ 27,875	\$ 65,200	\$ 65,200	\$ 298,096	\$ 148,096	\$ 74,524	\$ 37,024	\$ -	\$ -
<b>Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS</b>										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,419	\$ 2,419
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,450	\$ 13,450
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	\$ 16,569
<b>TOTAL PROGRAMMED</b>	\$ 27,875	\$ 27,875	\$ 626,506	\$ 626,506	\$ 298,096	\$ 148,096	\$ 74,524	\$ 37,024	\$ 16,569	\$ 16,569
Pursuant to 23 U.S.C [§ 11206(b)], 2.5% of the total PL allocation is set aside for Complete Streets. The FY 2026/2027 amount is \$15,663 and and in FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets.										
3-30-26 - a total of \$60,000 in FHWA-PL funds was deobligated from the FY 2026 UPWP and will be added to FY 2027 FHWA-PL when become available.										
FTA Section 5307 requires a 20% match, which is being satisfied using Transportation Dev. Credits (TDCs).										

## Appendices

### Appendix A - State, Federal and FTA Planning Emphasis Area Matrix

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Safety	X	X	X	X	X	X	X	X	
Equity	X	X	X	X	X	X	X	X	
Resilience	X	X	X	X	X	X	X	X	
Emerging Mobility	X	X	X	X	X	X	X	X	

### Federal Planning Factors Matrix - FY 2027 and FY 2028

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	X	X	X	X	X	X
Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X		X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users.	X	X	X	X	X	X	X	X	X
Increase the accessibility and mobility of people and for freight.	X	X	X	X	X	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X	X	X	X		X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		X	X	X		X	X	X	X
Promote efficient system management and operation.	X	X	X	X	X	X	X	X	X
Emphasize the preservation of the existing transportation system.	X	X	X	X	X		X		X
Improve the resiliency and reliability of the transportation system and reduce or mitigate Stormwater impacts of transportation	X		X	X			X	X	X
Enhance travel and tourism	X		X			X	X	X	X

**Appendix B - State Planning Activities/Contracts**

**Florida Department of Transportation- District One  
District Wide Planning Activities/Contracts**

<b>Contract Work</b>
GIS Application Development and System Maintenance
Systems Planning and Reviews
Interchange Reviews
Travel Demand Model Development
ETDM/Community Impact Assessment
Statistics
Federal Functional Classification
Traffic Counts Program
Modal Development Technical Support
Commuter Services
State Highway System Corridor Studies
Growth Management Technical Support
Freight Mobility Support
Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian

## **Appendix C - Planning Studies for Agencies in MPO Planning Areas**

## City of Punta Gorda Planning Studies

Name of Study/Short Description	Lead Agency/Dept.	FY Project Started	Cost	Source of Funds
Comprehensive Plan Updates	Local/Regional Planning Council	FY2025	\$125,000	Local
Land Development Regulation Updates	Local/Regional Planning Council	FY2025	\$225,000	Local
Boca Grand Stormwater Mitigation Project	Consultant/Local	FY2024/FY2025	\$7,390,673	Local, State Grant, Federal Grant, Other Grant Funds
Annexation Study	Local	FY2026	\$75,000	Local

## **Charlotte County Planning Studies**

**THERE WERE NO PLANNING STUDIES PROGRAMMED FOR  
CHARLOTTE COUNTY FOR FY 2027 – FY 2028**

# Charlotte County Airport Authority Planning Studies

**Planning Studies Charlotte County Airport Authority FY 2026/2027 - FY 2027/2028**

Prepared on 12/4/25

Name of Study	Short Description	Estimated Cost	Source of Funding	FY Project Started	Lead Agency - Study
Master Plan Update	Update the 2019 master plan to reflect current conditions. The project will conduct comprehensive, long-term study that reassesses and guides an airport's future development to meet changing aviation demand and community needs.	\$1,200,000	FAA - \$1,080,000 (90%) FDOT - \$60,000 (5%) LOCAL - \$60,000 (5%)	FY 26 - FY 27	Consultant
Part 150 Noise Study	Update the 2019 noise study information that was included in the 2019 Master Plan. Analyzes airport noise and develops strategies for noise reduction.	\$1,300,000	FAA - \$1,170,000 (90%) FDOT - \$65,000 (5%) LOCAL - \$65,000 (5%)	FY 27 - FY 28	Consultant

## Appendix E - Acronyms

## Acronyms Used in this UPWP

<a href="#">AAASWFL</a>	Area Agency on Aging for Southwest Florida	CTPP	Census Transportation Planning Package
AADT	Average Annual Daily Traffic	CTST	Community Traffic Safety Team
<a href="#">AARP</a>	American Association of Retired Persons	<a href="#">CUTR</a>	Center for Urban Transportation Research – University of South Florida
<a href="#">AASHTO</a>	American Association of State Highway and Transportation Officials	CUTS	Coordinated Urban Transportation Studies
<a href="#">ADA</a>	Americans with Disabilities Act	CV	Connected Vehicles
ADS	Autonomous Driving System	<a href="#">D1RPM</a>	(FDOT) District 1 Regional Planning Model
AER	Annual Expenditure Report	DBE	Disadvantaged Business Enterprise
<a href="#">AHCA</a>	Agency for Health Care Administration	<a href="#">DOEA</a>	Department of Elder Affairs
AI	Artificial Intelligence	DRI	Development of Regional Impact
AMPO	Association of Metropolitan Planning Organizations	E+C	Existing plus Committed
APR	Annual Performance Report	EAR	Evaluation and Appraisal Report
<a href="#">APTA</a>	American Public Transit Association	EIC	Englewood Interstate Connector
<a href="#">ARRA</a>	American Recovery and Reinvestment Act of 2009	EIS	Environmental Impact Statement
ATMS	Automatic Traffic Management System	EJ	Environmental Justice
AV	Autonomous Vehicles	EOP	Emergency Operations Plan
<a href="#">BCC</a>	Board of County Commissioners	<a href="#">EPA</a>	Environmental Protection Agency
<a href="#">BEBR</a>	Bureau of Economic and Business Research	ETAT	Environmental Technical Advisory Team
BMS	Bridge Management System	ETDM	Efficient Transportation Decision Making
<a href="#">BPAC</a>	Bicycle/Pedestrian Advisory Committee	EV	Electric Vehicles
<a href="#">CAC</a>	Citizens Advisory Committee	<a href="#">FAA</a>	Federal Aviation Administration
CAMP	Corridor Access Management Plan	<a href="#">FAC</a>	Florida Administrative Code
CAP	Commuter Assistance Program	<a href="#">FACTS</a>	Florida Association of Coordinated Transportation Systems
<a href="#">CCAA</a>	Charlotte County Airport Authority	FAP	Federal Aid Program
CCC	Continuing, Comprehensive and Cooperative Planning Process	<a href="#">FAST ACT</a>	Fixing America’s Surface Transportation Act
CDMS	Crash Data Management System	<a href="#">FDOT</a>	Florida Department of Transportation
<a href="#">CFASPP</a>	Continuing Florida Aviation System Planning Process	<a href="#">FGTS</a>	Florida Greenways and Trails System
<a href="#">CFR</a>	Code of Federal Regulations	<a href="#">FHWA</a>	Federal Highway Administration
CHHT	Charlotte Harbor Heritage Trails Master Plan	FIHS	Florida Intrastate Highway System
<a href="#">CHIP</a>	Community Health Improvement Plan	FM	Financial Management
<a href="#">CIA</a>	Community Impact Assessment	<a href="#">FPTA</a>	Florida Public Transportation Association
CIP	Capital Improvements Program	<a href="#">FS</a>	Florida Statutes
<a href="#">CMAQ</a>	Congestion Mitigation Air Quality	<a href="#">FSUTMS</a>	Florida Standard Urban Transportation Model Structure
<a href="#">CMP</a>	Congestion Management Process	<a href="#">FTA</a>	Federal Transit Administration
CMS	Congestion Management System	<a href="#">FTC</a>	Florida Transportation Commission
COOP	Continuity of Operations Plan	<a href="#">FTP</a>	Florida Transportation Plan
CPG	Consolidated Planning Grant	FY	Fiscal Year
CPT-HSTP	Coordinated Public Transit–Human Services Transportation	GIS	Geographic Information Systems
CRA	Community Redevelopment Agency	GPC	General Planning Consultant
CST	Construction	HOA	Homeowners Association
CTC	Community Transportation Coordinator	HOV	High Occupancy Vehicle Lanes
<a href="#">CTD</a>	Florida Commission for the Transportation Disadvantaged	HP&R/D	Highway Planning and Research/Dept
		HSR	High Speed Rail
		ICAR	Intergovernmental Coordination and Review
		IIJA	Infrastructure Investment and Jobs Act

IMS	Intermodal Management System	<a href="#">SAFETEA-LU</a>	Transportation Equity Act – A Legacy for Users
ISTEA	Intermodal Surface Transportation Efficiency Act	SCAT	Sarasota County Area Transit
IT	Information Technology	SGA	State of Good Repair
ITS	Intelligent Transportation System	SIS	Strategic Intermodal System
IVHS	Intelligent Vehicle Highway Systems	SMS	Safety Management System
JARC	Job Access Reverse Commute	SPR	State Planning and Research
JPA	Joint Participation Agreement	SR	State Route
LAP	Local Area Program	SRTS	Safe Routes to School
<a href="#">LCB</a>	Local Coordinating Board	<a href="#">SS4A</a>	Safe Streets for All
LEP	Limited English Proficiency	STIP	Statewide Transportation Improvement Program
LIDAR	Light Detection and Radar	STP/SL	Surface Transportation Program
LOS	Level of Service	STTF	State Transportation Trust Fund
LRT	Light Rail Transit	<a href="#">SWFRPC</a>	Southwest Florida Regional Planning Council
<a href="#">LRTP</a>	Long Range Transportation Plan	SWFTI	Southwest Florida Transportation Initiative
<a href="#">MAP-21</a>	Moving Ahead for Progress in the 21st Century	T/E	Trip and Equipment
MOA	Memorandum of Agreement	<a href="#">TAC</a>	Technical Advisory Committee
MOE	Measurement of Effectiveness	TAM	Transit Asset Management
MPA	Metropolitan Planning Area	TAMP	Transportation Asset Management Plan
MPM	Mobility Performance Measures	TAZ	Traffic Analysis Zone
<a href="#">MPO</a>	Metropolitan Planning Organization	TD	Transportation Disadvantaged
<a href="#">MPOAC</a>	Metropolitan Planning Organization Advisory Council	TDM	Transportation Demand Management
MSTU	Municipal Service Tax Unit	<a href="#">TDP</a>	Transit Development Plan
<a href="#">MTP</a>	Metropolitan Transportation Plan	<a href="#">TDSP</a>	Transportation Disadvantaged Service Plan
<a href="#">NEPA</a>	National Environmental Policy Act	TE	Transportation Enhancement
NHS	National Highway System	<a href="#">TEA-21</a>	Transportation Equity Act for the 21st Century
<a href="#">NPS</a>	National Park Service	TIGER	Transportation Investment Generating Economic Recovery
<a href="#">NTSB</a>	National Transportation Safety Board	TIM	Traffic Incident Management
OPA	Official Planning Agency	<a href="#">TIIP</a>	Transportation Improvement Program
P+R	Park and Ride	TMA	Transportation Management Area
PD&E	Project Development and Environmental Study	TOD	Transit Oriented Development
PE	Preliminary Engineering (Design)	TOP	Transportation Outreach Program
PEA	Planning Emphasis Area	TPM	Transportation Performance Management
PL	FHWA Metropolitan Planning Funds	TPO	Transportation Planning Organization
PMS	Pavement Management System	TRB	Transportation Research Board
PPE	Public Participation Element	<a href="#">TRIP</a>	Transportation Regional Incentive Program
PPP	Public Participation Plan	TSM	Transportation System Management
R/W,	Right of Way	TTF	Transit Task Force
ROW		<a href="#">UPWP</a>	Unified Planning Work Program
RFLI	Request for Letters of Interest	<a href="#">USBC</a>	United States Bureau of the Census
RFP	Request for Proposals	<a href="#">USC</a>	United States Code
RPC	Regional Planning Council	<a href="#">USDOT</a>	United States Department of Transportation
RSF	Regionally Significant Facility	UZA	Urbanized Area
RTAP	Rural Transit Assistance Plan	VMT	Vehicle Miles Traveled
RTCA	Rivers, Trails, and Conservation Assistance Program	VPD	Vehicles per Day
RTP	Regional Transportation Plan		

## **Appendix E - Resolution**



**RESOLUTION  
NUMBER 2026-01**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FISCAL YEAR 2026/2027 AND FISCAL YEAR 2027/2028**

WHEREAS, the Unified Planning Work Program (UPWP) is the Charlotte County-Punta Gorda Metropolitan Planning Organization's biennial transportation planning work program and serves as the scope of work for the Florida Department of Transportation Metropolitan Planning Organization Agreement in compliance with 215.971 and 216.3475 Florida Statutes.

WHEREAS, the Federal Transit Administration ("FTA") 49 U.S.C. Section 5305(d) Metropolitan Planning Program funds and Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds are the principal federal fund sources annually provided to MPOs to administer and manage metropolitan transportation planning activities; and

WHEREAS, the FTA Circular C 8100.1D and FHWA Order 4551.1 offer state departments of transportation, such as the Florida Department of Transportation (FDOT) the option to participate in the Consolidated Planning Grant ("CPG") program; and

WHEREAS, the CPG allows for FHWA PL and FTA 5305(d) funds to be combined into a single consolidated grant; and

WHEREAS, the FHWA has elected to participate in the CPG program, as the designated recipient of FTA 5305(d) and FHWA PL funds; and

WHEREAS, FDOT selects FHWA to serve as the CPG Administrator; and

WHEREAS, the MPOs are a stakeholder in the implementation of the CPG program in partnership with FDOT, FTA and FHWA.

Now, THEREFORE, BE IT RESOLVED by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) as follows:

- The MPO Board hereby authorizes the MPO Chair and/or the MPO Director, or their designee, to execute amendments, supplemental agreements, administrative documents, contracts, UPWPs and other time sensitive agreements as needed in the future to meet mandatory deadlines.
- The MPO Director is hereby authorized to make administrative modifications to adopted UPWPs by shifting funds among line-item tasks as needed providing that:
  - a) The revision does not increase or decrease the total MPO budget in an adopted UPWP.

b) The revision does not change the scope of the work to be accomplished within any task.

c) The revision does not add or delete a line-item task in a UPWP.

d) All modifications are coordinated with the appropriate funding agencies.


- Copies of the Final FY 2026/2027 and FY 2027/2028 UPWP, Metropolitan Planning Organization Agreement and this Resolution shall be forwarded to the FDOT and FHWA.

CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

\_\_\_\_\_  
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

By:   
\_\_\_\_\_  
Lakshmi N. Gurram  
Designated Clerk of the MPO Board

By:   
\_\_\_\_\_  
Thomas M. David, County Attorney  
LR26-0151  (GRP)

**Appendix F - FY 2026/FY 2027 – FY2027/FY 2028 UPWP Comments  
received from FDOT, FHWA & FTA**

**Appendix G – 2050 Long Range Transportation Plan (LRTP) –  
Scope of Service**

**AVAILABLE UPON REQUEST**

## **Appendix H – MPO/FDOT Agreement, Statements & Assurances**

- Exhibit A - UPWP
- Exhibit B Federal Financial Assistance (Single Audit Act)
- Exhibit C Title VI Nondiscrimination Assurances
- Exhibit D Contract Payment Requirements
- Exhibit E Debarment & Suspension Certification
- Exhibit F Lobbying Certificate for Grants, Loans, and Cooperative Agreements

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Financial Project No.: <u>439316-6-14-01</u> (item segment phase sequence)	Fund: <u>PL</u> Function: <u>615</u> Federal Award Identification No. (FAIN): <u>0408-064-M</u> MPO Unique Entity Identifier (UEI) No.: <u>X3RBY2VEDJT3</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55012010130</u> Vendor No.: <u>F596000541056</u>
Contract No.: <u>G3P75</u>  CFDA Number & Title: <u>20.205 Highway Planning and Construction</u>		

THIS FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this \_\_\_\_\_ day of \_\_\_\_\_ 2026, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, P.O. Box 1249, Bartow, FL 33831-1249 and the Charlotte County - Punta Gorda Metropolitan Planning Organization (MPO), whose address is 1050 Loveland Boulevard Box C, Port Charlotte, FL33980, and whose Unique Entity Identifier (UEI) assigned by the System for Award Management (SAM.gov) is: X3RBY2VEDJT3 (collectively the "Parties").

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the Parties desiring to be legally bound, do agree as follows:

1. **Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR) § 450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
2. **Purpose of the Agreement:** The purpose of this Agreement is for the Department to provide Federal financial assistance to the MPO in the form of FHWA funds to support transportation planning activities identified in the MPO's Unified Planning Work Program (UPWP). This Agreement sets forth the terms and conditions under which FHWA funds will be provided and outlines the manner in which work tasks and subtasks in the UPWP will be undertaken and completed. The work to be performed by the MPO is fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit "A."
3. **Consolidated Planning Grant (CPG):** The Department began participating in the Consolidated Planning Grant (CPG) program with the State fiscal year (FY) 2022/23 – 2023/24 UPWP cycle. The Department designated FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, FHWA and FTA annually deliver lump sum appropriations to the Department for allocation to MPOs for metropolitan planning activities. The federal funds are provided to the Department as FHWA Planning (PL) and FTA 5305(d) funds. The Department uses the CPG to combine the FHWA PL and FTA 5305(d) MPO allocations into a single grant administered by FHWA. The Department continues to calculate annual MPO funding allocations using the approved FHWA PL and FTA 5305(d) allocation formulas.
4. **Scope of Work:** The UPWP, Exhibit "A", constitutes the Scope of Work for this Agreement, including the Statement of Assurances, which are legally binding under this Agreement.
5. **Budgetary Ceiling:** The total budgetary ceiling for the UPWP is \$1,253,012. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

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The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this Agreement and shall be completed within the term of this Agreement:

Financial Project No.	Amount
439316-6-14-01	\$1,253,012

- 6. **Non-federal Share:** It is the policy of the Department to fulfill the non-federal share or "soft match" with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.
- 7. **Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2026 or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2028. If the Agreement is fully executed after July 1, 2026, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2028. Expiration of this Agreement will be considered termination of the UPWP. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.
- 8. **Renewals and Extensions:** This Agreement shall not be renewed or extended.
- 9. **Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by the Parties with the same formalities as the original Agreement.
  - A. **Amendments and Modifications to the UPWP:** Revisions to the UPWP shall require either an Amendment or a Modification. Such revisions may be budgetary and/or programmatic in nature and may be either major or minor in scale. Minor revisions shall be processed by the MPO as a Modification, whereas major revisions shall be processed by the MPO as an Amendment. A major revision shall be defined as an alteration to the UPWP that materially impacts its original intent or anticipated outcomes.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications.

**i. Amendments to the UPWP**

UPWP Amendments are required for actions described in 2 CFR 200.308 and 29 CFR 1470.30, as referenced in the MPO Program Management Handbook, FHWA technical memorandums and guidance, FDOT Technical memorandums and guidance, as well as other federal regulations.

In addition, a change in the MPO's staff director, organizational name, or voting structure requires a UPWP Amendment.

**ii. Modifications to the UPWP**

UPWP changes that do not require an Amendment may be processed as a UPWP Modification.

- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required

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for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

**10. General Requirements:**

- A. The MPO shall complete the UPWP with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State laws, the regulations in 23 CFR and 49 CFR, and policies and procedures prescribed by the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in UPWP costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C. The MPO's financial management system must comply with the requirements set forth in 2 CFR § 200.302, specifically:
  - i. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
  - ii. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in § 200.327 Financial reporting and § 200.328 Monitoring and reporting program performance.
  - iii. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
  - iv. Effective control over, and accountability for, all funds, property, and other assets.
  - v. Comparison of expenditures with budget amounts for each Federal award.
  - vi. Written procedures to implement the requirements of § 200.305 Payment.
  - vii. Written procedures for determining the allowability of costs in accordance with Subpart E— Cost Principles and the terms and conditions of the Federal award.

**11. Compensation and Payment:**

- A. The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with the UPWP, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure report and progress report that is approved by the Department. The MPO shall provide

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any other data required by FHWA or the Department to justify and support the payment requested.

- B. Pursuant to Section 287.058, F.S., the MPO shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The UPWP and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit "A".
- C. Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A". Deliverables must be received and accepted in writing by the Department's Grant Manager prior to payments.
- D. The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the UPWP which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E. Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit "A", was met. All costs charged to the UPWP, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit "D" for Contract Payment Requirements.
- F. Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department's Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department's Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061, F.S.
- G. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, F.S. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.
- H. An invoice submitted to the Department involving the expenditure of metropolitan planning funds ("PL funds") is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not

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disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.

- I. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the MPO's general accounting records and the UPWP records, together with supporting documents and records, of the consultant and all subconsultants performing work on the UPWP, and all other records of the Consultants and subconsultants considered necessary by the Department for a proper audit of costs.
- J. The MPO must timely submit invoices and documents necessary for the close out of the UPWP. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR § 200.
- K. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- L. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), F.S., are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- M. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all UPWP costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the UPWP, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.

Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.

- N. If, after UPWP completion, any claim is made by the Department resulting from an audit or for work or

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services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.

- O. Indirect Costs:** A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of 15% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

**12. Procurement and Contracts of the MPO:**

- A.** The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR § 200.
- B.** It is understood and agreed by the Parties that participation by the Department in a project as part of the UPWP with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, F.S., Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 CFR 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C.** The MPO shall comply with and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

**13. Audit Reports:** The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A.** In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B.** The MPO, a non-Federal entity as defined by 2 CFR Part 200.1, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
- i.** In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. Exhibit "B", Federal Financial Assistance (Single Audit Act), to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal

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year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this paragraph.

- ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
- iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).
- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
  1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
  2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
  3. Wholly or partly suspend or terminate the Federal award;
  4. Initiate suspension or debarment proceedings as authorized under 2 CFR Part 180 and 1200 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
  5. Withhold further Federal awards for the UPWP or program;
  6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and UPWP records as

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necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.

- vii. The Department's contact information for requirements under this Section is as follows:

Office of Comptroller  
605 Suwannee Street, MS 24  
Tallahassee, Florida 32399-0450  
[FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us)

- C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

- 14. Termination or Suspension:** The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

The Department may terminate this Agreement at any time before the date of completion if the MPO is dissolved or if federal funds cease to be available. In addition, the Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all Parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

The Parties may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the Parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, F.S., and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

- 15. Remedies:** Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

- 16. Conflict and Dispute Resolution Process:** This section shall apply to conflicts and disputes relating to matters

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subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the Parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

- A. Initial Resolution:** The affected Parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and for the MPO - the Staff Director.
  - B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the Charlotte County - Punta Gorda MPO - the Chairperson of the MPO.
  - C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the Parties may pursue any other remedies set forth in this Agreement or provided by law.
- 17. Compliance with 49 CFR Part 26:** To the extent required by law, comply, and have your consultants and subconsultants comply, with the provisions of 49 CFR Part 26, as amended.
- 18. Compliance with Laws and Regulations:**
- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this UPWP. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
  - B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," as set forth in 2 CFR Part 180 and 1200, attached and incorporated into this Agreement in Exhibit "E", and when applicable the MPO shall include Exhibit "E" required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
  - C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation (USDOT) issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work as part of the UPWP to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, and related statutes and regulations.
  - D. Restrictions on Lobbying** The MPO agrees that to no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO to any person for influencing or attempting to influence an officer or

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employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of Exhibit "F" be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.

E. The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR § 1.33.

**19. Restrictions, Prohibitions, Controls, and Labor Provisions:** During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement:

- A. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, F.S., for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B. In accordance with Section 287.134, F.S., an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D. Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the UPWP or any property included or planned to be included in the UPWP in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the UPWP or any property included or planned to be included in any UPWP, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

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- E. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

**20. Miscellaneous Provisions:****A. Public Records:**

- i. The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, F.S., and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the Department.
- ii. In addition, the MPO shall comply with the requirements of Section 119.0701, F.S.

- B. It is specifically agreed between the Parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement.

- C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.

- D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

- E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.

- F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the UPWP.

- G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.

**H. The MPO:**

- i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
  - ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.
- i. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

this Agreement with a signature on behalf of a party will be legal and binding on such party.

- J. The Parties agree to comply with s.20.055(5), F.S., and to incorporate in all subcontracts the obligation to comply with s.20.055(5), F.S.
- K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

**21. Exhibits:** The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)
- C. Exhibit "C", Title VI/Nondiscrimination Assurances
- D. Exhibit "D", Contract Payment Requirements
- E. Exhibit "E", Debarment and Suspension Certification
- F. Exhibit "F", Lobbying Certification for Grants, Loans, and Cooperative Agreements

IN WITNESS WHEREOF, the undersigned Parties have executed this Agreement on the day, month and year set forth above.

**MPO Name**  
Charlotte County - Punta Gorda Metropolitan  
Planning Organization

**Florida Department of Transportation**

**MPO Executive Director Name**  
Lakshmi N. Gurram

**District Secretary or Designee Name**  
James M. Driggers, Jr., P.E.

\_\_\_\_\_  
**MPO Executive Director Signature**

\_\_\_\_\_  
**District Secretary or Designee Signature**

**MPO Chairperson or Designee Name**

**FDOT Legal Reviewer Name & Title**  
Don Conway, Senior Attorney

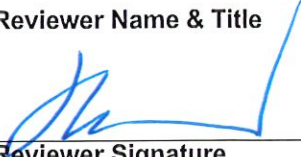
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**MPO Chairperson or Designee Signature**

\_\_\_\_\_  
**FDOT Legal Reviewer Signature**

DS  
*DC*

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

**MPO Legal Reviewer Name & Title**



**MPO Legal Reviewer Signature**

*KMO*

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

**EXHIBIT "A"**  
**UPWP**

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**EXHIBIT “B”**

**FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)**

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:**

CFDA No.: [20.205](#)

CFDA Title: HIGHWAY PLANNING AND CONSTRUCTION  
Federal-Aid Highway Program, Federal Lands Highway Program

\*Award Amount: \$1,253,012

Awarding Agency: Florida Department of Transportation

Indirect Cost Rate: N/A

\*\*Award is for R&D: No

\*The federal award amount may change with supplemental agreements

\*\*Research and Development as defined at 2 CFR § 200.87

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING  
AUDIT REQUIREMENTS:**

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards  
[www.ecfr.gov](http://www.ecfr.gov)

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO  
THE FOLLOWING:**

Title 23 – Highways, United States Code  
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code  
<http://uscode.house.gov/browse.xhtml>

Federal Highway Administration – Florida Division  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)  
[www.fsrs.gov](http://www.fsrs.gov)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT****EXHIBIT "C"****TITLE VI/NONDISCRIMINATION ASSURANCES**

Pursuant to Section 9 of US DOT Order 1050.2A, the MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

- (1.) Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
- (2.) Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the MPO's organization and to the general public. Such information shall be published where appropriate in languages other than English.
- (3.) Insert the clauses labeled *Appendices A and E* below in every contract subject to the Acts and the Regulations.
- (4.) Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
- (5.) Participate in training offered on Title VI and other nondiscrimination requirements.
- (6.) If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
- (7.) Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the MPO.

**APPENDICES A and E**

During the performance of this Agreement, the MPO, for itself, its assignees and successors in interest (hereinafter collectively referred to as the "contractor") agrees as follows:

- (1.) **Compliance with REGULATIONS:** The contractor shall comply with the Acts and Regulations relative to nondiscrimination in federally-assisted programs of the USDOT Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, hereinafter referred to as the "Regulations", which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The contractor, with regard to the work performed during this Agreement, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract,

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including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this Agreement and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

- (4.) **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Department or FHWA, FTA, Federal Aviation Administration (FAA), and Federal Motor Carrier Safety Administration (FMCSA) to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Department, or FHWA, FTA, FAA, or FMCSA as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this Agreement, the Department shall impose such contract sanctions as it or FHWA, FTA, FAA, or FMCSA may determine to be appropriate, including, but not limited to:
- a. withholding of payments to the contractor under the Agreement until the contractor complies, and/or
  - b. cancellation, termination or suspension of the Agreement, in whole or in part.
- (6.) **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub- contract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the Department or FHWA, FTA, FAA, or FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the Department to enter into such litigation to protect the interests of the Department, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7.) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal- aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 U.S.C. § 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-259), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by USDOT regulations at 49 CFR parts 37 and 38; Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**EXHIBIT "D"**  
**CONTRACT PAYMENT REQUIREMENTS**  
**Florida Department of Financial Services, Reference Guide for State Expenditures**  
**Cost Reimbursement Contracts**

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed, indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

**Salaries:** Timesheets that support the hours worked on the UPWP or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

**Fringe benefits:** Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

**Travel:** Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

**Other direct costs:** Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

**Indirect costs:** If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget, and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

**Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.**

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

**EXHIBIT "E"**  
**DEBARMENT and SUSPENSION CERTIFICATION**

As required by the USDOT regulations on Governmentwide Debarment and Suspension at 2 CFR Part 180 and 1200:

- (1.) The MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
  - A. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - B. Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - C. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
  - D. Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
  
- (2.) The MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (A) through (D) above, it will promptly provide that information to the USDOT.

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**EXHIBIT "F"**

**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the MPO that:

- (1.) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2.) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3.) The MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4.) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

**MAY 18, 2026**  
**MPO BOARD MEETING**

**AGENDA ITEM # 15**  
**2026 FINAL DRAFT PROJECT PRIORITIES**

**Purpose:** To review and adopt the 2026 Final Draft 2026 List of Priority Projects (LOPP).

**Presented by:** MPO Staff

**Discussion:** The Final Draft Project Priorities presented today include several minor revisions, summarized below:

- FDOT/ MPO staff recommend segmenting the SUN Trail project on SR 776 from Gillot Blvd to US 41 to provide a more feasible financial path.
- Staff updated Highway Project Priority to reflect the current status as shown in Charlotte County’s project updates.
- Projects were reorganized based on the applications received and uploaded into FDOT’s GAP system.
- Under TSMO projects, comment section is updated to identify improvements recommended in previous studies.

The MPO received project priority applications from Charlotte County and the City of Punta Gorda. These candidate projects are submitted to FDOT’s GAP system by March 31, 2026. The applications received are listed below.

Charlotte County Projects:

SR 776 at Biscayne Dr — Intersection Improvements, Signal (PE, CST & CEI)  
Veterans Blvd at Atwater — Intersection Improvements, Turn Lanes (CST)  
Harborview Road Segment II from Date Street to I-75 (ROW & CST)  
Veterans Blvd at Orlando Blvd — Signalized Intersection (CST)  
Veterans Blvd at Yorkshire St — Signalized Intersection Improvements (CST)  
SR 776 at San Casa Drive — Turn Lane Improvements (PE & CST)  
Veterans Blvd at Murdock/Paulson - Signalized Intersection (CST)  
US 41 at Toledo Blade Blvd — Intersection Improvements (PE & CST)

City of Punta Gorda Projects:

Traffic Signal — Burnt Store Rd at Home Depot  
SUN Trail US 41 NB — South Alligator Bridge.

The draft list was presented at the Joint Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) on April 23, 2026 meeting. All three committees unanimously recommended MPO Board adopt the 2026 Project Priorities.

**MAY 18, 2026**  
**MPO BOARD MEETING**

**Recommendation:** Motion to adopt the Final Draft 2026 Project Priorities for the upcoming FDOT Draft Tentative Work Program cycle, FY 2028 – FY 2032.

**Attachments:**

1. [2026 DRAFT FINAL Project Priorities](#)
2. [2026 TRIP Regional Project Priorities](#)



## Charlotte County - Punta Gorda MPO 2026 Project Priorities

<b>HIGHWAY PROJECTS</b>	These projects are roadway widening improvement projects
<b>TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND OPERATION PROJECTS</b>	TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.
<b>TRANSPORTATION ALTERNATIVE PROJECTS</b>	Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
<b>CITY OF PUNTA GORDA PROJECTS</b>	The projects are identified as a need in the City
<b>PROGRAMMED PROJECTS</b>	The projects that are programmed through Construction will be removed from the list to accommodate other unfunded projects.
<b>COMPREHENSIVE SAFETY ACTION PLAN PROJECTS</b>	This Comprehensive Safety Action Plan (CSAP) sets a path forward for the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) to work with their partners and the community to reach the goal of zero fatalities and serious injuries due to traffic crashes by the year 2045
<b>FREIGHT PROJECTS</b>	
<b>SUN TRAIL PROJECTS</b>	Established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. SUN Trail projects are identified with **
<b>TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)</b>	Regional Projects with Sarasota Manatee and Lee are identified with an asterisk.* A TRIP project requires a 50% local match.
<b>NEW PROJECT</b>	
<b>DELETED</b>	

**Note : All Projects costs are in millions**

PROJECT PHASES	
<b>PLN</b>	Planning Study
<b>PD&amp;E</b>	Project Development & Engineering
<b>PE</b>	Preliminary Engineering (Design)
<b>ROW</b>	Right of Way Acquisition, if needed
<b>CST</b>	Construction
<b>CEI</b>	Construction Engineering and Inspection

## Charlotte County - Punta Gorda MPO 2026 Project Priorities

### HIGHWAY PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
1*		Harborview Rd from Melbourne St to I-75	Road Widening	NA	\$151.00										Project is divided into two segments. ROW unfunded . Local funds for ROW is \$11. million. Local matching funds \$1.69 M. Total CST is \$96.72 million.
	434965-3	Harborview Rd from Melbourne St to Date St	Road Widening	ROW	\$91.58	\$56.80	\$9.00								<b>Segment One. Local contributions \$56.03 million. Project is programmed for CST in FY 2026 - \$91.58 million</b>
		Harborview Rd from Date St to I-75	Road Widening	ROW /CST	\$60.60								ROW & CST	\$60.60	Segment Two is currently unfunded. The County is requesting \$43.583 million for Construction (CST) of Segment Two through the TRIP program
2*		Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	Road Widening		\$148.60		\$2.50						ROW & CST		No application received towards 2025 PP
		Midway Blvd to Collingswood Blvd	Road Widening	PE	\$41.30	\$41.30									<b>The project is split into 3 phases, identified as phases 3, 4, &amp; 5. The design will include all three phases and the construction will be multiphase. CST dollars identified in the CIP. CST scheduled for March 2028</b>
		Collingswood Blvd to Samantha Ave	Road Widening	PE	\$41.30	\$41.30									
		Samantha Ave to SR 776	Road Widening	PE	\$66.04	\$66.04									
3*		Jones Loop Rd from Burnt Store Rd to Piper Rd	Road Widening												Study was completed in 2022 . Roadway is divided into 2 segments
		N. Jones Loop Rd from Burnt Store Rd to Knights Dr	Road Widening	PD&E	\$0.48							\$0.48	PE, ROW & CST	\$17.80	2050 LRTP identified as CFP need. This project falls into both the City and County and requires coordination between the two entities.
		N. Jones Loop Rd from Knights Dr to Piper Rd	Road Widening	PD&E	\$0.32							\$0.32	PE, ROW & CST	\$12.10	2050 LRTP identified as CFP need
4*		Burnt Store Rd from Lee County Line to Wallaby Lane	Road Widening	ROW/CST	\$7.20		\$5.00						ROW & CST	\$7.20	Widen the 1000 feet of Burnt Store Rd
5	439316 -7	2055 Long Range Transportation Plan Update	Planning	PLN	\$0.60					\$0.225	\$0.375	\$0.15			<b>Planning dollars were allocating in the current 2029- 2030 WP to supplement MPO complete 2055 Long Range Transportation Plan LRTP</b>
6		Taylor Rd Phase from Royal Rd to N.Jones Loop Rd	Road Widening		\$58.50								PD&E, PE, ROW & CST	\$58.50	Added based on the recommendation received from MPO Board May 19, 2025
7		Taylor Rd Phase from N.Jones Loop Rd to Airport Rd	Road Widening		\$53.52								PE, ROW & CST	\$53.52	2050 LRTP Estimate (PDV)
8		Taylor Rd Phase from Airport Rd to US 41	Road Widening		\$27.86									\$27.86	2050 LRTP Estimate ( PDV) Joint City - County Project
9		Tuckers Grade Extension from Burnt Store Rd to US 41	Road Widening		\$44.00		\$5.00		\$4.40	\$6.20	\$34.00				PE \$4.4 - ROW- 6.2- CST- \$34 ( Current CIP values)
10		US 17 from Copley Ave to CR 74 (Bermont Rd)	Road Widening	PD&E	10.9										Freight Project through MPOAC projects

## TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
1	446340-1	SR 776 @ Flamingo Blvd *	Intersection Improvements	CST	\$3.02										Programmed in the DTWP and will be removed from 2026 PP cycle. Dept and County working towards Construction Checklist, RFP and Bid docs needed to issue NTP
2		SR 776 @ Flamingo Blvd *	Pedestrian Safety Improvements	CST	\$0.64										
3	446393-1	SR 776 @ Charlotte Sports Park *	Add turn lanes on EB & WB SR 776	CST	\$0.92				\$0.92						Project is programmed for CST in the current DTWP and will be removed. Funding is deferred to 2028.
4	453479-1	SR 776 @ Cornelius Blvd *	Add turn lanes at intersections	PE/CST	\$0.12/\$0.15			\$0.12		\$0.15					Project is programmed in the current DTWP and will be removed
5	453416-1	SR 776 @ Jacobs St	Intersection Improvements	PE/CST	\$2.69			\$0.11		\$0.15					Project is funded in the current DTWP and will be removed
6		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements	PE	\$3.32										FUNDED \$3.32 million (Appropriations) Will be removed from the 2025 PP. Project Complete 2026.
7	457620-1	ATMS master plan		PE/Design Build						\$0.34	\$2.41				Design and Preliminary Engineering funded in DTWP.
8	451358-1	US 41 @ Midway Blvd	Intersection Improvements	CST	\$1.97										Construction is advanced to current year and project will be removed
9		Veterans Blvd @ Harbor Blvd	Add EB right turn lanes	PE	Construction bids were received on March 18, 2026. This contract is scheduled to be reviewed by the BOCC on April 14th. Total PE \$0.98								Construction cost for all these intersections is \$4,460,425		This project incorporates the design and construction of new turn lanes at various intersections along Veterans Boulevard. County Staff is advertising for construction bidding.
10		Veterans Blvd @ Torrington St	Add EB right turn lanes	PE											
11		Veterans Blvd @ Norman St	Add EB right turn lanes	PE											
12		Veterans Blvd @ Loveland Blvd	Add EB right turn lanes	PE											
13		Veterans Blvd @ Orlando Blvd	Add EB right turn lanes	PE											
14		Veterans Blvd @ Yorkshire St	Add EB & WB right turn lanes	PE											
15		SR 776 @ Oceanspray Blvd	Median Modification	CST	\$1.30										Project is programmed in the current DTWP and will be removed
15		SR 776 & Biscayne Dr	Add Intersection improvements		\$1.39								PE, CST & CEI	\$1.39	1
16		SR 41 @ Toledo Blade Blvd	Add turn lanes at intersections		\$0.75								PE/CST	\$0.75	County is requesting PE, CST funds
17		SR 776 @ San Casa Dr	Intersection Improvements		\$1.03								PE&CST	\$1.03	County is requesting PE, CST funds
18		Veterans Blvd @ Atwater St	Add EB & WB right turn lanes	PE	\$0.20								CST	\$2.10	County is requesting CST funds
19		Veterans Blvd @ Murdock Cir/ Paulson Drive	Add Intersection improvements	CST	\$2.51								CST		County is requesting CST funds
20		Burnt Store Rd @ Home Depot	Intersection Improvements / Traffic Light		\$1.95								PE/ROW/CST	\$2.52	County roadway, City priority.
21		Emergency Vehicle Pre-emption	Emergency Vehicle Preemption System	CST	\$1.27								CST	\$1.27	Purchase software licensing for the emergency vehicle preemption system
22		US 41 @ Easy St	Intersection Improvements										PE/CST	\$1.90	County is requesting PE & CST funds
23		US 41 @ Forrest Nelson Blvd / Crestview Cir	Add turn lanes Intersection Improvements										PE/CST	\$1.90	County is requesting PE & CST funds
24		SR 776 @ Murdock Cir/Enterprise Dr	Intersection Improvements										ROW/CST		SB Right turn lane - Febuary Transportation Workshop. Refer to SR 776 Corridor Study for complete recommendations
25		SR 776 @ Winchester Boulevard	Add turn lanes at intersections										PE/ROW/CST		By 2035 - Extend storage lengths for EB Left & WB Left By 2045 - Add exclusive NB Right & SB Right lanes (ROW needed)

26		SR 776@ US 41	Intersection Improvements										PE/ROW/CST		By 2045 - Eliminate EB Left/WB Left movements. EB/WB lefts can use Enterprise Dr/Murdock Cir.
Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
27		SR 776 @Beach Rd	Intersection Improvements										PE/ROW/CST		By 2035 Extend the queue length By 2045 - Add EB Left along Beach Road Add NB Left along SR 776 (ROW needed ) Or Evaluate Roundabout
28		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements										PE/ROW/CST		By 2035 Add NB Left on Gasparilla & Add exclusive SB Left on Sailors Way and protected SB Left By 2045 Additional WB Left on SR 776 (ROW needed), or a Partial Displaced Left Turn Intersection
29		SR 776 @ Bay Heights Road	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #135
30		SR 776 @ Points of Pines Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #137
31		SR 776 @ Merchants Crossing	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #138
32		SR 776 @ Placida Rd/ Pine St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page # 139
33		SR 776 @ Oriole Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page # 141
34		SR 776 @Wilmington Blvd/Gulfstream Blvd (West)	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #143
35		SR 776 @ Spinnaker Boulevard	Intersection Improvements										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations - Page # 144
36		SR 776 @ Sunnybrook Blvd	Intersection Improvements										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations - Page # 145
37		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements		\$2.10								PE/ROW/CST	\$2.52	Refer to SR 776 Corridor Study for complete recommendations - Page # 147
38		SR 776 @ Gillot Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #149
39		SR 776 @ Riverwood Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations- Page #150
40		Veterans Blvd @ Kings Hwy	Intersection Improvements	PLN	\$0.30								PE/ROW/CST		Veterans Blvd Planning Study - Page # 1677
41		Veterans Blvd @ Peachland Blvd/J.C Center Court	Intersection Improvements					\$0.30							PE/ROW/CST

## TRANSPORTATION ALTERNATIVES (TA) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
	452221-1	Cooper St from Airport Rd to E. Marion Ave	Complete Streets Project	PE	\$3.01			\$3.01						Project is programmed through CST ( 2028) in the current DTWP and will be removed.
	438262-1**	US 41 from Conway Blvd to Midway Blvd	Multi Use Trails	CST	\$9.09		\$9.09							Project is programmed through CST ( 2027) in the current DTWP and will be removed.
	446830-1**	SR 45 ( US 41) from Kings Hwy to Conway Blvd	Multi Use Trails	PE/CST	\$7.66					\$7.66				Project is programmed through CST ( 2030) in the current DTWP and will be removed.
1	446391-1**	US 41 from Peace River Bridge to Kings Hwy*	Feasiblility Study	PLN	\$0.15							PE& CST		The project is currently programmed for a feasibility study, during which additional recommendations will be identified and evaluated.
2	**	US 41 from Tuckers Grade to Taylor Rd	Multi Use Trails	PE & CST									\$5.59	Multi Use trails on both sides of US 41
3		US 41 from Taylor Rd to Burnt Store Rd	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
4		US 41 from Morning side Dr to Tuckers Grade	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
5		US 41 NB - Harborwalk Phase IV from Retta Esplanade to Peace River Bridge *	Bridge Lighting									CST	\$0.36	
6	446339-1**	SUN Trail US 41 NB - South Alligator Bridge *	Bike-Ped Bridge	PE	\$0.82							CST/CEI	\$3.19	Application submittee by the City for CST dollars.
7	443602-3**	SUN Trail SR 776 from Myakka Forest to Gillot Blvd	SUN Trail Project	PE	\$3.46							CST	\$8.60	Project is programmed for Design in current DTWP 2025-2030. CST unfunded
8	443602-2**	SUN Trail SR 776 from Gillot Blvd to US 41	SUN Trail Project	PE	\$2.53							CST	\$23.60	Project isprogrammed for Design in current DTWP 2025-2030. CST unfunded. FDOT staff recommended segmenting the project during the March 12, 2026 BPAC meeting.
9	**	Tuckers Grade Extension from Burnt Store to US 41	Multi Use Trails	ROW/PE/CST										SUN Trail re-alignment along the new E-W connection.
10	440442-1**	SR 45 (US 41 ) from Midway Blvd to Paulson Dr	Multi Use Trails	PE/CST										The project has been removed from the Work Program, creating a gap along the US 41 corridor, which continues to experience a high number of crashes. Construction (CST) was previously funded in the 2022 Draft Tentative Work Program (DTWP)
11	452236-1	US 41 SB Harborwalk Phase II - ADA Ramp	ADA ramp connection	CST	\$0.69									DELETED from current Draft Tentative Work Program

## COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS

Corridor	FPID	Project Name	Type of Work	Project Score	2030 Planning level cost	Present Day Cost (PDC)	Comments
1		US 41 from Midway Blvd to Conway Blvd	High Injury Network Improvements	84.17	\$1.15	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
2		US 41 from Conway Blvd to Melbourne St	High Injury Network Improvements	80.83	\$0.376	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
3		US 41 from Veterans Blvd to Midway Blvd	High Injury Network Improvements	77.5	\$0.171	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
4		US 41 from Retta Esplanade to Carmalita St	High Injury Network Improvements	82.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
5		Kings Hwy from US 41 to Palmetto Mobile Park	High Injury Network Improvements	70.83	\$0.540	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
6A		SR 776 from Centennial Blvd to US 41	High Injury Network Improvements	61.17	\$0.531	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
6B		Veterans Blvd (CR776) from US 41 to E.Paulson Drive	High Injury Network Improvements	91.25	\$0.248	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
7		Kings Hwy from Veterans Blvd to E. Sandhill Blvd	High Injury Network Improvements	55.83	\$0.578	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
8		Midway Blvd from Lakeview Blvd to Harbor Blvd	High Injury Network Improvements	56.25	\$0.218	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
9		Edgewater Dr from Midway Blvd to Conreid Dr	High Injury Network Improvements	52.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
10		Olean Blvd from US 41 to Key Lane	High Injury Network Improvements	49.58	\$0.250	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
11		Cooper St from E.Olympia Ave to Burland St	High Injury Network Improvements	51.76	\$0.332	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
12		Marion Ave from Henry St to Chasteen St	High Injury Network Improvements	43.33	\$0.259	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
13		US 41 from W.Retta Esplanade to Airport Rd	High Injury Network Improvements	60	\$0.286	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)

**DRAFT**

**2026 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO**

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 2026

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2025 Joint Priority
Lee & Charlotte Counties	Burnt Store Rd	Van Buren Pkwy	Wallaby Lane	2L to 4L	ROW	\$29,060,000	\$4,000,000			
Charlotte County	Harborview Rd	Melbourne St	I -75	2L to 4L	CST	\$45,630,000	\$9,000,000			
Lee County	Sunshine Ext.	75TH Street	SR 80	New 4L	PD&E	\$6,000,000	\$3,000,000			
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Collingswood Blvd	SR 776	2L to 4L	CST	\$38,080,000	\$2,200,000			
Lee County	Alico Extension - Phase 2	Alico Road	SR 82	New 4L	CST	\$190,284,151	\$10,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE	\$45,020,000	TBD			
Lee County	Alico Extension - Phase 1B	Alico Road	SR 82	New 4L	CST	\$41,082,029	\$6,000,000			
Charlotte County	Tuckers Grade Extension	Burnt Store Rd	US 41	New 2L	CST	\$31,000,000	\$5,000,000			
Lee County	Alico Extension - Phase 3	Alico Road	SR 82	New 4L	CST	\$86,265,388	\$8,000,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$52,457,000	\$8,000,000			

# 2026 Transportation Regional Incentive Program (TRIP)

## Project Priority List (Draft February 2026)

Charlotte County-Punta Gorda MPO ♦ Sarasota/Manatee MPO

The Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO interlocal agreement for joint regional transportation planning and coordination requests that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee, and Sarasota) when funding new TRIP projects.

Rank	Project	County	Funds Requested
1	Fruitville Rd from Sarasota Center Blvd to Lorraine Rd	Sarasota	\$13,355,532
2	Harborview Rd from Melbourne St to I-75	Charlotte	\$9,000,000
3	SR 684 (Cortez Rd) at 75 <sup>th</sup> St W	Manatee	\$4,790,000
4	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte	\$2,200,000
5	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota	\$25,072,461
6	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte	\$5,000,000
7	Lorraine Rd from Clark Rd to Knights Trail – Segment B	Sarasota	\$24,569,060
8	Tuckers Grade Ext. from Burnt Store Rd to US 41	Charlotte	\$5,000,000
9	Lorraine Rd from Clark Rd to Knights Trail – Segment C	Sarasota	\$33,587,042
10	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte	\$5,000,000
11	I-75 and SR 681 2050 Unfunded Need	Sarasota	\$2,700,000
12	SR 72 (Clark Rd) at McIntosh Rd	Sarasota	\$1,000,000
13	Fruitville Rd from Lorraine Rd to Bourneside Rd 2050 Unfunded Need	Sarasota	\$2,500,000
14	Honore Ave from Fruitville Rd to 17 <sup>th</sup> St 2050 Unfunded Need	Sarasota	\$17,488,953

*Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.*

## Joint TRIP Project Priorities

Joint Heartland Regional TPO/Charlotte County-Punta Gorda MPO  
May 6, 2026

**DRAFT LIST**



## 2026 Transportation Regional Incentive Program (TRIP) TRIP Project Priority List Heartland Regional TPO & Charlotte County – Punta Gorda MPO

Rank	County	Project	From	To	Total Cost	Funds Requested
1	DeSoto	Kings Highway	Charlotte C/L	Peace River Street	\$66,261,565	\$25,763,867
2	Charlotte	Harborview Rd	Melbourne St	I-75	\$150,000,000	\$9,000,000
3	Charlotte	Edgewater Dr/Flamingo Blvd Ext	Midway Blvd	SR 776	\$148,000,000	\$2,200,000
4	Charlotte	Jones Loop Rd	Burnt Store Rd	Piper Rd	\$29,000,000	\$5,000,000
5	Charlotte	Tuckers Grade Ext.	Burnt Store Rd	US 41	\$44,000,000	\$5,000,000
6	Charlotte	Burnt Store Rd	Lee County line	Wallaby Lane	\$7,200,000	\$5,000,000

**MAY 18, 2026  
MPO BOARD MEETING**

**AGENDA ITEM # 16  
2026-2031 GENERAL PLANNING CONSULTANT SERVICES - UPDATE**

**Purpose:** To review the General Planning Consultant Proposal Package and sample Services Agreement for the 2026-2031 General Planning Consultant selection.

**Presented by:** MPO Staff

**Discussion:** The Charlotte County–Punta Gorda Metropolitan Planning Organization requires consultant services to support transportation planning activities identified in the Unified Planning Work Program (UPWP). These services include assistance with the development of the Long-Range Transportation Plan (LRTP), Transit Development Plan (TDP), and other MPO planning efforts as directed by the MPO Board. The contract term for production support will be up to five (5) years.

On March 27, 2026, the MPO issued a Request for Proposals (RFP) for General Planning Consultant services. Qualified firms were invited to submit proposals by May 8, 2026, with consultant responsibilities including support for the development of the 2055 LRTP and other technical tasks outlined in the MPO’s scope of work outlined in the UPWP.

At the April 23, 2026 Joint TAC/CAC/BPAC Meeting, staff recommended that each committee nominate its Chair to serve on the Selection Committee. All three committees nominated their Chairs, and each agreed to participate based on the tentative schedule. The Selection Committee will include the three committee Chairs and two MPO staff members, with a total of five members.

Below is the proposed GPC procurement timeline (subject to change):

<b>Timeline</b>		
<b>1</b>	March 27, 2026	Issue RFP & Advertise
<b>2</b>	April 3, 2026	Last day to submit questions/requests for clarification by 4:00 pm
<b>3</b>	April 6, 2026	Questions/Addendums and answers posted no later than 4:00 pm
<b>4</b>	May 8, 2026 @ 5:00 pm EST	Proposal for closing date
<b>5</b>	June 3-5, 2026	In person presentation to Selection Committee

**MAY 18, 2026  
MPO BOARD MEETING**

<b>6</b>	June 10, 2026	Notice of short-listed firms & posted to MPO website by 4:00pm
<b>7</b>	July 15, 2026	TAC/CAC Meeting
<b>8</b>	July 16, 2026	BPAC meeting
<b>8</b>	August 3, 2026	MPO Board Approval
<b>9</b>	August 3 – August 7, 2026	Period to submit dispute on selection
<b>10</b>	August 10 – September 1, 2026	Services Contract negotiations
<b>11</b>	October 5, 2026	Contract Begins

**Recommendation:** None (information only)

**Attachment:** [Proposal Package](#)



**Date:** Friday, March 27, 2026

**To:** Prospective Proposers

**From:** Mark Yaxis, Charlotte County – Punta Gorda MPO

**RE:** RFP #2026-01 – *General Planning Consultant Services for the Charlotte County – Punta Gorda Metropolitan Planning Organization*

Dear Prospective Proposer,

The Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) is seeking multiple qualified firms to provide General Planning Consultant Services.

Please refer to the Legal Advertisement and Request for Proposals (RFP) included in the enclosed Proposal Package for the full submission schedule, including the proposal due date. A detailed Scope of Services is also provided within the Proposal Package.

Proposals must be submitted electronically via email to Mark Yaxis at **Yaxis@ccpgmpo.gov** as well as one original and five printed copies mailed or hand delivered to the MPO office at **1050 Loveland Boulevard, Box C, Port Charlotte, FL 33980**.

Any questions regarding this Request for Proposals should be directed to:

- **Mark Yaxis** – Yaxis@ccpgmpo.gov | 941-883-3539
- **Lakshmi N. Gurram** – Gurram@ccpgmpo.gov | 941-883-3537

Thank you for your interest. We look forward to your participation in this process.

Sincerely,

Mark Yaxis

Multimodal Planner

Charlotte County – Punta Gorda Metropolitan Planning Organization



**RFP NO. 2026-01**

**General Planning Consultant Services for the  
Charlotte County - Punta Gorda Metropolitan Planning Organization**

Prepared by:

Charlotte County - Punta Gorda Metropolitan Planning Organization

Date: March 27, 2026

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# CHARLOTTE COUNTY- PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

## REQUEST FOR PROPOSALS (RFPs) NOTICE TO PROFESSIONAL CONSULTANTS

### **PURPOSE:** GENERAL PLANNING CONSULTANTS (GPC)

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) in conjunction with the Florida Department of Transportation (FDOT) is soliciting professional consultants to submit Letters of Interest for consideration in the competitive selection of professional transportation planning services. The General Planning Consultant (GPC) contract will be retained for a period of five years.

**SCOPE OF WORK:** The MPO requires the services of one or more consultants to provide production support to the MPO's transportation planning activities set forth in the Unified Planning Work Program (UPWP). The length of service to provide production support will be up to five (5) years. The length of the contract shall be extended for two additional one-year renewals. The work includes providing assistance to the MPO for revenue forecasting and projections, public involvement, corridor and small area studies, traffic engineering studies, ITS needs assessment, project cost estimation, land use modeling, GIS assistance, Bike-Ped Master plan update, Congestion Management Plan, long range transportation planning and modeling, transit studies, and other miscellaneous studies as directed. Staff for work assigned by the MPO, and consistent with its UPWP. Consideration will be given to only those firms that have been prequalified by FDOT to perform the following major type(s) of work.

**MAJOR TYPES OF WORK:** Consultants may be asked to provide planning services related to various MPO activities which may include:

Policy planning	Systems Planning or Transportation System Monitoring/Data Collection
Long-Range Planning	Subarea/Corridor Planning or Special Project Planning
Regional Planning	Public Participation

**TO RESPOND:** Consideration will be given solely to firms qualified to conduct business in the State of Florida and prequalified by the Florida Department of Transportation to perform the listed major types of work

**PROPOSAL PACKAGES INFORMATION/REQUEST FOR PROPOSALS:** Requests for questions or clarifications of the requirements or inquiries about the general planning consultant services information (questions) contained in the package must be submitted to Mark Yaxis, 941-883-3535, [Yaxis@ccpgmpo.gov](mailto:Yaxis@ccpgmpo.gov) or Lakshmi N. Gurram, [Gurram@ccpgmpo.gov](mailto:Gurram@ccpgmpo.gov) by 4:00 p.m. EST, Friday, April 3, 2026. Responses to all questions will be posted at one time by 4:00 p.m. EST, Monday, April 6, 2026, on the MPO webpage at [www.ccpgmpo.gov](http://www.ccpgmpo.gov). Final proposals are due no later than Friday, May 8, 2026, at 5:00 p.m. EST. The complete GPC packet may be obtained from the [MPO website](#), via email from the staff contacts mentioned prior, or in person at the MPO office. Late submissions or questions will not be accepted, except under the sole discretion of the MPO.



## Charlotte County – Punta Gorda Metropolitan Planning Organization General Planning Consultant (GPC) Services Request For Proposals (RFP)

The Charlotte County-Punta Gorda MPO (CCPGMPO) is seeking proposals from consultants to provide continuing general transportation planning activities set forth in the MPOs Unified Planning Work Program (UPWP). The purpose of this Request for Proposals (RFP) is to solicit letters of interest and statements of qualification from professional consulting firms interested in providing continuing general transportation planning consulting services for the Charlotte County-Punta Gorda MPO.

The length of service to provide production will be up to five (5) years. The scope of work will include aiding MPO staff for work assigned by the MPO, consistent with the UPWP. The selected consultants will assist MPO Staff with production support for transportation planning activities including a clear understanding of the MPO planning process, technical analysis and forecasting, community engagement and public involvement strategies, preparation of planning documents, graphics, and visualizations and general support for MPO planning processes.

### Major Types of Work

Consultants may be asked to provide planning services related to various MPO activities which may include but is not limited to, the following examples:

- Policy planning
- Systems Planning or Transportation System Monitoring/Traffic Data Collection
- Subarea/Corridor Planning or Special Project Planning
- Long-Range Planning
- Regional Planning
- Public Participation
- Transit Planning
- Short- and Long-Range Planning
- Conceptual Design Services

### Scope of Work

Consultants may be required to work on one or more of the following products or categories in the UPWP:

- Unified Planning Work Program (UPWP)
- Bicycle/Pedestrian Master Plan
- Performance Measures
- TSM&O System Planning
- Mapping and Graphics Production
- Public Participation and Facilitation
- Long-Range Transportation Plan (LRTP)
- Bicycle and Pedestrian Planning
- Safety Planning
- Travel Demand Modeling
- Development of Project Cost Estimates

## Qualifications of Consultants

Interested parties must demonstrate substantial prior experience in providing similar services to Metropolitan Planning Organizations. Personnel proposed for this contract must possess the necessary professional skills and qualifications to perform the required services and all work to be performed must adhere to applicable federal and state laws, procedures, and guidelines.

The selected firm(s) shall be responsible for maintaining knowledge of and compliance with all federal and state regulations. Consideration will be given solely to firms qualified to conduct business in the State of Florida and prequalified by the Florida Department of Transportation to perform the listed major types of work.

## Proposal Submittals Due/Staff Contact:

**Proposals Due:** All proposals must be mailed or delivered in a single, sealed package to the Charlotte County-Punta Gorda MPO no later than 5:00 pm on Friday, May 8, 2026 at the address listed below. All questions or clarifications must be submitted no later than April 3, 2026 by 4:00pm and all answers will be posted at one time no later than 4:00pm on April 6, 2026 to the MPO website, [www.ccpgmpo.gov](http://www.ccpgmpo.gov).

**Staff Contact:** Mark Yaxis, 941-883-3535, [Yaxis@ccpgmpo.gov](mailto:Yaxis@ccpgmpo.gov)  
cc: Lakshmi N. Gurram, 941-883-3535, [Gurram@ccpgmpo.gov](mailto:Gurram@ccpgmpo.gov)  
Charlotte County-Punta Gorda MPO  
1050 Loveland Blvd, Box C  
Port Charlotte FL, 33980-1814

All proposal packages must include:

One (1) Original copy with all required documents located within Attachment A and ~~Attachment B~~ of the full GPC RFP, including all state and federal forms.

One (1) Electronic Copy of the entire proposal including all required state and federal documents identical to the printed original proposal. PDFs must be printable. Electronic copy shall be submitted via a single flash drive included in the sealed package, or via email to: [Yaxis@ccpgmpo.gov](mailto:Yaxis@ccpgmpo.gov) cc: [Gurram@ccpgmpo.gov](mailto:Gurram@ccpgmpo.gov).

Five (5) Printed hard copies of the proposal which will include details as identified below. The proposals will remain in effect for 90 calendar days from the date of submission. The MPO reserves the right to reject any and all proposals


*Proposals should be on standard 8.5"x11" paper and use 12-point font, single spacing.*

# Summary of Comments on 13\_Attachment\_Proposal Package - Changes Tracked.pdf

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## Required Contents of Proposal


1. Cover Page shall include the following
  - a. Company Name
  - b. Primary Office Address
  - c. Phone Number(s)
  - d. Contact Name, Title
    - i. Email Address
    - ii. Direct Phone Number (Cell and Office)
  - e. Designated Project Manager and Title
    - i. Email Address
    - ii. Direct Phone Number (Cell and Office)
2. Table of Contents (1 Page)
3. Transmittal Letter
  - a. Signed by an officer of the company with authority to enter into a contract
4. Staff Chart (2 Pages Maximum)
  - a. Brief biographies of key personnel (consultants and subcontractors)
  - b. Each biography <sup>1</sup>/<sub>2</sub> page each must include:
    - i. Total years of planning experience
    - ii. Years in current position
    - iii. Primary office location
5. Proposal Narrative (10 Pages Maximum)
  - a. Demonstrates a general understanding of the requested services
  - b. Highlight qualifications, experience, approach, innovations,
  - c. Explain why your team is best qualified to work with MPO staff, consultants, and partners.
6. Samples of Work (~~1 Page~~)<sup>2</sup>
  - a. Up to ten (10) samples corresponding to the major types of work/scope of services
  - b. indicate roles of team members on projects.
  - c. Provide links to these samples (do not include the full documents)
7. Professional References (1 Page)
  - a. At least three (3) separate contacts including
    - i. Name, title, company,
    - ii. relationship to the type of work performed
    - iii. Phone number, and email address.
8. Resumes/CVs
  - a. For Staff members to be assigned to this contract

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1-3 Pages

- b. Include professional organizations, certifications, leadership roles, awards, and any presentations given at state or national conferences.
- 9. Certifications
  - a. Both state and federal certifications signed by an authorized officer of the company
- 10. ~~The consultant selected by the MPO Board shall include all twelve (12) exhibits contained within pages 33-58 of this packet, and outlined in Article 2 of Attachment A on pages 11 and 12.~~ <sup>1</sup>

### Timeline of the Proposal

Timeline		
1	March 27, 2026	Issue RFP & Advertise
2	April 3, 2026	Last day to submit questions/requests for clarification by 4:00 pm
3	April 6, 2026	Questions/Addendums and answers posted no later than 4:00 pm
4	May 8, 2026 @ 5:00 pm EST	Proposal for closing date
5	June 3-5, 2026	In person presentation to Selection Committee
6	June 10, 2026	Notice of short-listed firms & posted to MPO website by 4:00pm
7	July 15, 2026	TAC/CAC Meeting
8	July 16, 2026	BPAC meeting
8	Aug 3, 2026	MPO Board Approval
9	August 3 – August 7, 2026	Period to submit dispute on selection
10	August 10 – Sep 1, 2026	Services Contract negotiations
11	Oct 5, 2026	Contract Begins

*\*Dates may be adjusted without notice, as needs and circumstances dictate.*



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Proposals are asked to include the twelve (12) exhibits contained within pages 33-58 of this packet and outlined in Article 2 of Attachment A on pages 11 and 12 as sample or draft documents. Final selected firms may be required to revise, update, or resubmit the exhibits following proposal evaluation to reflect final terms and negotiations.

## EVALUATION CRITERIA

Each member of the Selection Committee shall evaluate proposals using the same established criteria to ensure consistency, fairness, and uniformity throughout the grading process.

The following guidelines will be used for evaluations:

- 1. Qualifications of Firm & Key Personnel Firm's Credentials (25 Points):** The Consultant shall include the following in their proposal
  - a. Provide a clear description of the firm's business history, including the total number of years it has been in operation and the year it was established.
  - b. Identify the firm's principals, their roles, and the total number of employees.
  - c. Include any additional information that demonstrates the firm's capabilities, capacity, and overall qualifications to perform the required services.
  - d. Provide a brief introduction to each key individual and describing their role in performing the scope of services.
  - e. Include an organizational chart showing relationships between the proposer, sub-consultants, and the MPO, including communication, authority, and responsibilities.
  - f. For each person on the chart, identify company affiliation, office location, and provide a résumé.
  - g. Identify any existing working relationships among the Project Manager, key staff, and sub-consultants, including past projects and roles.
  - h. Provide letters of intent from all sub-consultants confirming participation.
  - i. Scoring considers dedicated personnel (typical 15 points) and awards additional points for relevant past work, exceptional expertise, and demonstrated team collaboration.
  
- 2. Related Technical Experience (20 Points):**

Consultant shall be

  - a. Evaluated on experience performance on similar projects, including reference checks, and must have at least five years of acceptable professional experience on projects of comparable size and scope.
  - b. Consultant must describe relevant project experience, including project scope, tasks performed, and other pertinent details.
  - c. Typical scoring is 10 points for firms with strong, satisfactory experience; additional points may be awarded for substantial related experience and outstanding past performance, while firms with limited or no similar experience will receive fewer points.

**3. Ability to Complete on Time and Within Budget (10 Points):**

Rating will be based on

- a. Implement detailed timelines, milestone tracking, and regular progress reviews to ensure on-time delivery.
- b. Balance current and projected workload through resource planning to prevent delays. Maintain availability of qualified staff and allocate personnel strategically to meet project demands.
- c. Use cost-tracking systems to monitor expenditures and provide evidence of final costs versus budgets.
- d. Submit documentation and references from past projects confirming timely completion and budget compliance.

**4. Past Performance (15)**

- a. Quality of previous work for MPOs or similar agencies; references; timeliness; responsiveness; ability to meet deadlines.

**5. Current/Planned Workload (10)**

- a. Assesses the consultant's current and anticipated workload to determine the firm's capacity to perform the requested Work Assignment Order within the required schedule.
- b. Consider the firm's available staff resources, ongoing commitments, and ability to allocate qualified personnel without compromising performance or timeliness

**6. Quality Assurance/ Quality Control Program (10 Points):**

- a. Outline the firm's QA/QC procedures for ensuring accuracy and compliance.
- b. Identify QA/QC staff and their review responsibilities.
- c. Describe how QA/QC is applied to all task orders, including sub-consultant coordination.

**7. Innovation Project (10 Points):** Provide an example where your firm has used innovation in the past to address one of the tasks identified in the scope.

Total Points Available: 100



**AGREEMENT NO. 2026-01**

**General Planning Consultant Services Agreement**

between

**Charlotte County – Punta Gorda Metropolitan Planning Organization**

And

---

(CONSULTANT)

## **AGREEMENT FOR GENERAL CONSULTING SERVICES**

THIS AGREEMENT is entered into by and between **CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION**, hereinafter referred to as "MPO", with offices located at 1050 Loveland Blvd, Port Charlotte, Florida, 33980, and \_\_\_\_\_ (CONSULTANT), a General Planning Consultant, authorized to conduct business in the State of Florida and prequalified by the Florida Department of Transportation, hereinafter referred to as the "CONSULTANT", duly authorized to conduct business in the State of Florida with offices located at \_\_\_\_\_ (Address). The MPO and the CONSULTANT are collectively referred to as the Parties and also individually as a Party.

WHEREAS, the MPO has determined that it is necessary, expedient and in its best interests to retain the CONSULTANT to render professional services as described in this Agreement for the purpose of general transportation planning.

WHEREAS, the CONSULTANT submitted a proposal in response to Request For Proposal for General Planning Consultant (GPC) Services August 2020 and the MPO thereafter conducted a competitive selection process in compliance with Chapter 287.087, resulting in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations contained herein, the Parties hereto agree as follows:

### **ARTICLE 1. SCOPE OF SERVICES**

CONSULTANT covenants and represents to MPO that CONSULTANT shall provide services to perform transportation planning services as defined by the Florida Department of Transportation as detailed in "**Exhibit A**" - "**Scope of Services**"

### **ARTICLE 2. EXHIBITS INCORPORATED**

This agreement consists of a primary contract and twelve (12) exhibits, which are as follows:

**Exhibit A – SCOPE OF SERVICES**

**Exhibit B – FEE RATE SCHEDULE**

**Exhibit C – SAMPLE WORK ASSIGNMENT**

**Exhibit D – AFFIDAVIT OF NO CONFLICT**

**Exhibit E – INSURANCE REQUIREMENTS**

**Exhibit F – DEBARMENT AND SUSPENSION CERTIFICATE**

**Exhibit G – LOBBYING CERTIFICATION**

**Exhibit H – TITLE VI NON-DISCRIMINATION ASSURANCE**

**Exhibit I - DRUG-FREE WORKPLACE CERTIFICATION**

**Exhibit J - E-VERIFY**

**Exhibit K - SWORN STATEMENT**

**Exhibit L – TRUTH IN NEGOTIATION STATEMENT**

**Exhibit M - VENDOR CERTIFICATION REGARDING SCRUTINIZED COMPANIES LISTS**

These Exhibits are attached hereto and are incorporated into the Agreement. ~~In the event of a conflict between the terms and conditions provided in the Articles of this Agreement and any Exhibit, the provisions contained within these Articles shall prevail unless the term or provision in the Exhibit specifically states that it shall prevail.~~ <sup>1</sup>

**ARTICLE 3. COMPENSATION**

The MPO agrees to compensate the CONSULTANT for services performed under this Agreement as specified in each approved Work Assignment.

- A. Payment shall be made upon satisfactory performance of services. Each Work Assignment may be compensated on a lump-sum basis or on a time-and-materials basis, as mutually agreed in writing.
- B. The maximum compensation for each Work Assignment shall be established in writing and shall include all labor, expenses, and reimbursable costs necessary to complete the services described.
- C. When compensation is based on time and materials, the CONSULTANT shall use the FDOT-audited hourly rates in Exhibit B. These fully loaded rates include all salaries, overhead, indirect costs, fringe benefits, administrative expenses, and operating margin. Partial hours shall be billed in one-tenth (0.1) hour increments.
- D. A “Task” refers to a defined grouping of services described in Exhibit A or in an individual Work Assignment.
- E. The CONSULTANT affirms that the compensation established in each Work Assignment is sufficient to perform the required services. No additional compensation shall be provided unless the MPO issues a written amendment or Work Assignment modification.
- F. Any proposed changes to rates, classifications, or staffing must be submitted in writing and approved by the MPO before taking effect. If unanticipated staffing changes occur, the CONSULTANT shall request approval for replacements or rate adjustments. If agreement cannot be reached, the MPO may terminate the affected Work Assignment or this Agreement.

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In the event of any conflict among the terms of this Agreement, the order of precedence shall be as follows: (1) any applicable federal or state funding requirements incorporated by law; (2) the Articles of this Agreement; (3) any duly executed Work Assignment; and (4) the Exhibits. To the extent any Exhibit conflicts with a Work Assignment, the Work Assignment shall control unless expressly stated otherwise.

G. All compensation is contingent upon the availability of federal and state planning funds and the annual approval of the MPO's Unified Planning Work Program (UPWP) by FDOT, FHWA, and FTA. The MPO may suspend or terminate work if funding is reduced, delayed, or withdrawn.

## **ARTICLE 4. INVOICES AND TIME OF PAYMENT**

### **A. Invoice Requirements**

The CONSULTANT may submit invoices in accordance with the schedule and deliverables approved in each Work Assignment. Each invoice shall include:

- A description of work performed and progress toward deliverables.
- The applicable Work Assignment number and MPO accounting code.
- Total compensation due for the billing period, not to exceed the Work Assignment maximum.
- Any reimbursable expenses authorized in the Work Assignment.
- Required supporting documentation.

The MPO may withhold payment for incomplete or unacceptable deliverables or for amounts owed to the MPO under any other agreement with the CONSULTANT.

### **B. Reimbursable Expenses**

All costs of providing services are the responsibility of the CONSULTANT except for the following reimbursable items, when authorized:

- Reproduction costs beyond routine reporting.
- Required permit or document fees supported by original invoices.
- Courier services requested by the MPO.

The final invoice shall be clearly marked "**Final Invoice.**"

### **C. Records and Audit Access**

The CONSULTANT shall maintain all payroll, cost, and project records, including those of subconsultants, and make them available to the MPO upon request. Records shall be retained for **three (3) years** after final payment or longer if required by federal law. The MPO, FDOT, FHWA, FTA, and the U.S. Comptroller General shall have full access for audit and inspection.

## **D. Progress Payments**

Unless otherwise specified in Exhibit A or the Work Assignment, the CONSULTANT and MPO Project Manager shall agree monthly on the percentage of completion for each task. Invoices shall reflect the agreed-upon progress.

Disputes regarding invoice content or percentage of completion shall be resolved under Article 15 and applicable procurement procedures.

## **E. Payment Terms**

- All invoices must be approved by the MPO prior to payment.
- The MPO shall pay approved invoices within **forty-five (45) days** of receipt.
- The CONSULTANT shall maintain all financial records for three (3) years after completion or termination of this Agreement.

## **ARTICLE 5. AGREEMENT TERM**

A. This Agreement shall remain in effect for a fixed term of five (5) years from the date of execution. No extensions or renewals shall be permitted.

B. Any Work Assignments issued during the term of this Agreement shall remain in effect until completed, even if completion occurs after the Agreement's expiration. All terms and conditions of this Agreement shall continue to apply to such Work Assignments until they are fully completed and accepted by the MPO.

## **ARTICLE 6. TERMINATION OF AGREEMENT**

### **Termination for Default**

The MPO may terminate this Agreement, in whole or in part, by written notice if the CONSULTANT:

- Fails to provide services that meet the required specifications or professional performance standards.
- Fails to deliver services or complete tasks within the time specified in a Work Assignment.
- Fails to make sufficient progress, thereby endangering performance.
- Fails to perform any other material obligation under this Agreement.

Before termination for default, the MPO shall provide written notice describing the deficiency and allow up to ten (10) days (or the period stated in the notice) for the CONSULTANT to cure or submit an acceptable corrective plan. Failure to cure may result in termination.

Upon termination for default, the CONSULTANT is liable for any increased costs incurred by the MPO to complete the work. The CONSULTANT shall have no claim for lost profits or lost opportunities.

Upon receiving notice of termination, the CONSULTANT shall:

1. Stop work as directed.
2. Terminate and settle all related subcontracts.
3. Transfer all work in progress, completed work, and materials to the MPO.
4. Continue any portions of work not terminated.

Termination for default may also result in suspension or debarment under applicable FDOT procedures.

### **Termination for Convenience**

The MPO may terminate this Agreement, in whole or in part, for its convenience with thirty (30) days' written notice. The CONSULTANT shall be paid only for services performed and accepted up to the effective date of termination.

A termination for convenience may apply to a specific Work Assignment or to the entire Agreement.

## **ARTICLE 7. WORK ASSIGNMENTS**

A. The CONSULTANT shall perform services only upon receipt of a written Work Assignment issued in the form provided in Exhibit C. Each Work Assignment shall be signed by both Parties and shall constitute a supplemental agreement under this Contract.

B. Each Work Assignment shall include:

- A project title and general description of the work.
- The maximum compensation and any authorized reimbursable expenses.
- Identification of services to be performed on a lump-sum basis and those billed on time-and-materials, with a not-to-exceed amount.
- The applicable unit prices and hourly rates from Exhibit B and the negotiated hours or fixed fee.
- A completion date and any interim deadlines.

- Any additional details necessary to define the Parties' duties, including technical specifications, deliverables, and subconsultant fee breakdowns.
- Identification of the CONSULTANT's Project Manager and the MPO's Project Manager.

C. All plans, reports, data, maps, and other materials produced under a Work Assignment are works made for hire and become the property of the MPO. The CONSULTANT shall not copyright any materials developed under this Agreement. All work shall be available for MPO inspection at any time.

D. All final documents shall bear the endorsement of qualified CONSULTANT personnel. The CONSULTANT shall maintain regular communication with the MPO and provide status updates upon request.

E. If delays occur that affect the Work Assignment schedule, the CONSULTANT shall promptly request an extension in writing, identifying the reasons and additional time needed. The MPO Project Manager may approve all or part of the request through a Change Order.

F. A Work Assignment is not effective until approved in accordance with MPO procurement authority. Assignments shall not be artificially divided to circumvent approval thresholds.

G. Upon completion of the services under a Work Assignment, the CONSULTANT shall notify the MPO in writing. The MPO shall accept the work or identify deficiencies within thirty (30) days. ~~Failure to respond within this period constitutes deemed acceptance, except that acceptance does not waive the MPO's right to require correction of improper or deficient work.~~

## **ARTICLE 8. NEGOTIATION OF WORK ASSIGNMENT**

Each Work Assignment shall be negotiated based on the CONSULTANT's estimated hours and applicable fee rates in Exhibit B. Compensation shall be based on actual hours worked and approved rates, and shall not exceed the maximum amount established in the Work Assignment.

The MPO's Purchasing Official may authorize written adjustments to compensation for specific tasks or phases, provided such adjustments do not exceed the total not-to-exceed amount for the Work Assignment.

Any additions, deletions, or modifications to subconsultants listed in Exhibit B shall be handled in accordance with Article 26.

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Failure of the MPO to respond within this period shall constitute acceptance solely for purposes of administrative processing; however, such acceptance shall not waive the MPO's right to require correction of defective, nonconforming, or incomplete work, including latent defects discovered after acceptance.

## **ARTICLE 9. MPO OWNERSHIP OF WORK PRODUCT**

All documents, data, records, drawings, specifications, reports, maps, and other work product prepared by the CONSULTANT under this Agreement are works made for hire and are the exclusive property of the MPO. Such materials shall be provided to the MPO upon request and shall be delivered to the MPO within seven (7) days of termination or expiration of this Agreement. The MPO may withhold final payment until all required materials are received.

The CONSULTANT may retain copies of work product for reference but shall not copyright, restrict, or limit the MPO's use of any materials developed under this Agreement.

All intellectual property rights in any work product—including copyrights, patents, trade secrets, and all related rights—are hereby assigned to the MPO. The CONSULTANT shall execute any documents necessary to perfect or enforce the MPO's ownership rights.

## **ARTICLE 10. TRANSITION SERVICES UPON TERMINATION**

Upon termination or expiration of this Agreement, the CONSULTANT shall fully cooperate with the MPO to ensure an orderly and uninterrupted transition of services. At the MPO's direction, the CONSULTANT shall perform all necessary transition activities ("Transition Services"), which may include:

- Working with the MPO to develop a Transition Services Plan outlining tasks, responsibilities, timelines, and deliverables.
- Transferring all documents, data, files, work products, and related materials in the format required by the MPO.
- Responding to MPO inquiries and providing reasonable technical assistance to support continuity of MPO operations.
- Performing any additional reasonable services needed to transition responsibilities to the MPO or a successor consultant without disrupting federally funded planning activities.

Transition Services shall be performed at the rates in Exhibit B unless otherwise agreed in writing. Completion of all Transition Services is a condition of final payment under this Agreement.

## **ARTICLE 11. RESPONSIBILITIES OF THE MPO**

The MPO shall:

- Designate an MPO Representative with authority to issue instructions, receive information, interpret MPO policy, and make decisions related to this Agreement. The MPO may change this representative with written notice to the CONSULTANT.
- Provide the CONSULTANT, at no cost, with available project information needed to perform the Scope of Services.
- Promptly notify the CONSULTANT of any observed defects or concerns in the performance of work.
- Give timely consideration to the CONSULTANT's findings and recommendations and issue notices to proceed in a manner that does not unduly delay the work.
- Make MPO personnel available, when necessary and as schedules permit, to assist the CONSULTANT.
- Perform all responsibilities in this Article at no cost to the CONSULTANT.

## **ARTICLE 12. MPO's PROJECT MANAGER**

The MPO shall appoint a Project Manager to represent the MPO in all technical matters related to this Agreement. The Project Manager's responsibilities include:

- Reviewing reports, drawings, estimates, proposals, and other documents submitted by the CONSULTANT and issuing written approvals or comments within a reasonable time so as not to delay the work.
- Transmitting instructions, receiving information, and interpreting MPO policies and decisions related to the services performed under this Agreement.
- Providing prompt written notice to the CONSULTANT whenever the MPO observes defects, required changes, or other issues affecting the work.

## **ARTICLE 13. AGREEMENT TYPE**

This Agreement is an indefinite-quantity contract for the goods and/or services described in Exhibit A. Actual quantities are not guaranteed and will be ordered only through written Work Assignments issued under this Agreement. The CONSULTANT shall provide the required goods and/or services when and if ordered, and Work Assignments may require delivery or performance at multiple locations.

## **ARTICLE 14. RESPONSIBILITIES OF THE CONSULTANT**

The CONSULTANT shall comply with all applicable **Build America, Buy America Act** requirements for any federally funded project and shall provide documentation as requested by the MPO or FDOT.

The CONSULTANT shall:

- Appoint a CONSULTANT's Agent with full authority to act on behalf of the firm, receive information, and make decisions related to this Agreement, and may designate replacements with written notice to the MPO.
- Perform all work in accordance with this Agreement and maintain qualified, licensed, and certified personnel as required.
- Collect all existing data necessary for the completion of each task.
- Avoid contractual or professional conflicts of interest and attest to this through the required affidavit.
- Review information provided by the MPO, identify any errors or deficiencies, and assist in resolving them while remaining responsible for verifying obvious issues.
- Ensure the professional quality, technical accuracy, and coordination of all designs, drawings, specifications, and services, and correct any errors or deficiencies at no additional cost.
- Maintain an adequate and competent staff and obtain MPO approval before subcontracting, assigning, or transferring any portion of the work.
- Remove and replace any personnel deemed incompetent, careless, or otherwise objectionable by the MPO, without entitlement to additional compensation and while indemnifying the MPO from related claims.
- If composed of multiple legal entities, ensure all such entities are jointly and severally liable.

## **ARTICLE 15. DISPUTE RESOLUTION**

Disputes arising under this Agreement shall be resolved in accordance with §§ 2-26-63 and 2-26-64 of the Charlotte County – Punta Gorda MPO Code. Any dispute resolution that results in a material change to this Agreement is not final until an amendment is approved and executed by the MPO Purchasing Official. If a dispute concerns the percentage of work completed, the MPO shall promptly issue payment for any amount determined to be due once the dispute is resolved.

## **ARTICLE 16. MAINTENANCE OF RECORDS; AUDITS; LICENSES**

A. The CONSULTANT shall maintain all records, accounts, property records, and personnel records in accordance with generally accepted accounting principles and as needed to ensure proper accounting of funds and compliance with this Agreement.

The CONSULTANT shall provide the MPO with all information, reports, records, and documents required under this Agreement or requested for monitoring, evaluation, or audit purposes. These materials shall be available for inspection and copying during normal business hours as often as the MPO deems necessary. The MPO may also obtain and review any audit of the CONSULTANT performed by a local, state, or federal agency. If relevant materials are held by a third party, the CONSULTANT shall obtain them or certify why they cannot be obtained.

All records and supporting documents related to this Agreement shall be retained in accordance with applicable laws and, at minimum, for **three (3) years** after termination.

The CONSULTANT shall obtain and maintain all licenses required to perform the Scope of Services. Copies of any reports issued by or to licensing or regulatory agencies shall be provided to the MPO within ten (10) days of receipt. The CONSULTANT shall immediately notify the MPO if any required license of its principals or agents is suspended, revoked, or otherwise becomes invalid.

## **ARTICLE 17. PUBLIC RECORDS**

To the extent the CONSULTANT is performing services on behalf of the MPO, the CONSULTANT shall comply with **Florida Statutes §119.0701** and:

- Maintain all public records necessary for the MPO to perform its duties.
- Provide public access to such records under the same terms and costs applicable to the MPO and consistent with Chapter 119, Florida Statutes.
- Protect records that are exempt or confidential and disclose them only as permitted by law.
- Upon termination of this Agreement, transfer all public records to the MPO at no cost and destroy any confidential or exempt duplicate records. Electronic records must be provided in a format compatible with the MPO's systems.

**Public Records Contact:** Charlotte County – Punta Gorda MPO Attn: Records Manager  
1050 Loveland Blvd., Box C Port Charlotte, FL 33980 Phone: 941-883-3535 Email:  
Bekie@ccpgmpo.gov

## ARTICLE 18. INDEMNIFICATION

The CONSULTANT shall indemnify and hold harmless the MPO, its officers, employees, and agents from all claims, damages, losses, liabilities, and costs—including attorneys’ and paralegals’ fees—arising from the negligence, recklessness, or intentional wrongful conduct of the CONSULTANT or its employees, agents, or subcontractors in performing this Agreement. This obligation includes payment of all valid claims and related costs. The MPO may defend itself with its own counsel at the CONSULTANT’s expense. Nothing in this Article limits the MPO’s rights or immunities under Section 768.28, Florida Statutes.

## ARTICLE 19. NO WAIVER OF SOVEREIGN IMMUNITY

Nothing in this Agreement shall be construed as a waiver of the MPO’s sovereign immunity or the limitations on liability set forth in Section 768.28, Florida Statutes, or any other applicable law. The MPO expressly reserves all rights and immunities to the fullest extent permitted by law.

## ARTICLE 20. INSURANCE

The CONSULTANT shall maintain all insurance coverage required in **Exhibit E** throughout the term of this Agreement, including any renewal periods.

Certificates of Insurance and copies of the required policies must be submitted to the Purchasing Official before the Effective Date. Certificates shall identify policy types, numbers, expiration dates, coverage amounts, and insurers, and must reference this Agreement. No changes to coverage may be made without prior written approval from the MPO’s Risk Management Division.

Insurance coverage shall remain in effect for at least **three (3) years** after completion of services, including coverage for all completed products and services. If any policy expires before the Agreement ends, renewal certificates and policy copies must be provided at least **30 days** before expiration.


Nothing in this Article shall be construed as a waiver of the MPO’s sovereign immunity or the liability limitations in Section 768.28, Florida Statutes.

## ARTICLE 21. LITIGATION SERVICES

If requested in writing by the Office of the MPO Attorney, the CONSULTANT shall provide litigation support services through the completion of the litigation. These services include:

- Coordinating and communicating directly with the Office of the MPO Attorney.

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 Number: 1 Author: Mark Yaxis Subject: Sticky Note Date: 4/3/2026 4:38:36 PM

Insert: The provisions set forth in Articles 21 through 52 shall apply only to Work Assignments that are funded in whole or in part with federal funds, and only to the extent required by applicable federal law, regulation, or grant conditions. For Work Assignments that are not federally funded, these provisions shall not apply.

- Making personnel available to testify in litigation proceedings.
- Performing litigation-related tasks as directed by the MPO Attorney, including predisposition or pretrial preparation, preparation of exhibits, attendance and testimony at depositions or hearings, and any other services necessary to support the MPO's legal position.

Compensation for litigation services shall not exceed the hourly rates in Exhibit B, which include all associated costs. Travel expenses shall be reimbursed in accordance with Section 112.061, Florida Statutes, with prior approval from the MPO Attorney or designee.

The CONSULTANT shall submit monthly invoices for litigation services to the Office of the MPO Attorney, including detailed descriptions of work performed, dates, hours, personnel involved, and itemized approved expenses with receipts.

## **ARTICLE 22. LEGAL RESTRAINTS AND LIMITATIONS**

The CONSULTANT acknowledges that the MPO is subject to various legal requirements, restrictions, and regulations imposed by federal, state, regional, and local authorities. All services performed under this Agreement shall comply with all applicable laws, ordinances, rules, and regulations.

## **ARTICLE 23. SOLICITATION OF AGREEMENT**

The CONSULTANT warrants that it has not employed or retained any person or entity other than its own bona fide employees to solicit or secure this Agreement, and that it has not paid or agreed to pay any fee, commission, percentage, gift, or other consideration contingent upon the award of this Agreement. If the CONSULTANT breaches this warranty, the MPO may annul the Agreement without liability or deduct from the Agreement price the full amount of any such prohibited payment.

## **ARTICLE 24. NON-DISCRIMINATION**

The CONSULTANT shall not discriminate against any employee or applicant for employment on the basis of race, color, sex, creed, national origin, disability, or age, and shall take affirmative action to ensure equal employment opportunity in all aspects of employment, including recruitment, hiring, assignment, promotion, demotion, transfer, layoff, termination, and training.

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or subjected to discrimination in the performance of this Agreement.

**ARTICLE 25. KEY PERSONNEL**

The following individuals are designated as key personnel for this Agreement and shall not be replaced without the MPO’s prior written approval of acceptable alternate personnel:

Lakshmi N. Gurram, MPO Director

Mark Yaxis , Multimodal Planner

**ARTICLE 26. SUB-CONSULTANTS**

The CONSULTANT is expected to have the in-house capability to perform all required services. If sub-consultants are used, their fees shall be those listed in Exhibit B, and each sub-consultant must comply with all applicable provisions of this Agreement. The CONSULTANT remains fully responsible to the MPO for all work performed and for all obligations under this Agreement, and the MPO is not liable for payment to any sub-consultant. Any additions or replacements to the sub-consultants listed in Exhibit B require prior written approval from the MPO.

**ARTICLE 27. NOTICES**

All notices, requests, and authorizations under this Agreement must be in writing and delivered by hand or sent by U.S. Mail to the following addresses:

**To the MPO:** Charlotte County–Punta Gorda MPO Attn: MPO Director 1050 Loveland Blvd., Box C Port Charlotte, FL 33980 Phone: 941-883-3535

**To the CONSULTANT:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**ARTICLE 28. PROFESSIONAL LIABILITY**

The CONSULTANT acknowledges that licensed professionals performing services under this Agreement are not relieved of personal liability for their own negligent acts, and such liability does not relieve the CONSULTANT or its firm from responsibility.

To the fullest extent permitted by law and consistent with Section 558, Florida Statutes, the MPO agrees that no individual employee or agent of the CONSULTANT shall be held personally liable for damages arising from negligence committed within the scope of this Agreement.

## **ARTICLE 29. RELATIONSHIP OF PARTIES**

The CONSULTANT is an independent contractor and not an employee, agent, or representative of the MPO. Nothing in this Agreement creates an employment relationship between the MPO and the CONSULTANT or any of its officers, employees, agents, or sub-consultants. The MPO is not liable for any obligations, debts, or claims incurred by the CONSULTANT or its subcontractors in connection with this Agreement. The CONSULTANT shall promptly pay or resolve all such obligations and claims.

## **ARTICLE 30. NO CONFLICT**

By accepting award of this Agreement, CONSULTANT, which shall include its directors, officers and employees, represents that it presently has no interest in and shall acquire no interest in any business or activity which would conflict in any manner with the performance of duties or services required here under.

## **ARTICLE 31. PUBLIC ENTITY CRIMES**

The CONSULTANT acknowledges that, in performing services for the MPO, its work is subject to public observation and scrutiny. The CONSULTANT shall conduct all activities under this Agreement in accordance with applicable professional ethical standards and shall communicate truthfully with MPO personnel regarding all matters related to this Agreement and the services provided.

The CONSULTANT affirms that it has been informed of the requirements of the Florida Public Entity Crimes Act, Section 287.133, Florida Statutes, and shall comply with all provisions of that statute before and throughout the term of this Agreement.

## **ARTICLE 32. SEVERABILITY**

If any part of this Agreement is found to be illegal or in conflict with applicable law, the remaining provisions shall remain in full force and effect, and the rights and obligations of the parties shall be enforced as though the invalid portion had not been included.

## **ARTICLE 33. HEADINGS, CONSTRUCTION**

The parties acknowledge that they jointly participated in drafting this Agreement; therefore, no rule of construction that interprets ambiguities against the drafter shall apply in any dispute concerning this Agreement. The article titles and paragraph headings are provided solely for convenience and shall not affect the interpretation of any provision.

#### **ARTICLE 34. TAXES**

The MPO is exempt from Federal Excise and Florida Sales Taxes (F.E.T. Exemption Certificate No. 59-78-0089K; Florida Sales Tax Exemption Certificate No. 51-02-027548-53C). The CONSULTANT shall not charge or impose any sales or service taxes on the MPO. This exemption does not alter the CONSULTANT's own tax obligations.

The CONSULTANT is responsible for paying all federal, state, and local taxes imposed on it under applicable law.

#### **ARTICLE 35. FORCE MAJEURE**

Neither party shall be deemed in default to the extent its performance is delayed or prevented by a Force Majeure event. "Force Majeure" includes, but is not limited to, acts of hostility, civil unrest, strikes, epidemics, accidents, fire, flood, windstorms, earthquakes, hurricanes, explosions, transportation failures, governmental actions, acts of God, or any other cause—whether similar or dissimilar—beyond the reasonable control and without the fault or negligence of the party seeking relief.

#### **ARTICLE 36. LEGAL REFERENCES**

All references in this Agreement to statutory sections or chapters shall be interpreted to include any subsequent amendments and any successor provisions. References to "applicable law" or "general law" include all relevant local, state, and federal laws, whether established by legislation, administrative rule or regulation, or judicial decision.

#### **ARTICLE 37. GOVERNING LAW, JURISDICTION AND VENUE**

This Agreement is governed by the laws of the State of Florida. Any legal action arising from this Agreement shall be brought exclusively in Charlotte County, Florida, or, if filed in federal court, in the appropriate federal court serving that jurisdiction.

#### **ARTICLE 38. ATTORNEY FEES**

In any litigation arising from this Agreement, each party shall bear its own attorney's fees, including appellate fees, regardless of the outcome.

#### **ARTICLE 39. PATENT AND COPYRIGHT RESPONSIBILITY**

The CONSULTANT warrants that any materials, designs, or items it specifies or provides under this Agreement will not knowingly infringe any patent or copyright. The CONSULTANT

is solely responsible for obtaining all licenses or permissions required for the use of patented or copyrighted materials in performing the professional services.

#### **ARTICLE 40. NO THIRD-PARTY BENEFICIARIES**

This Agreement is solely for the benefit of the parties and creates no rights, privileges, remedies, or causes of action for any third party. No person or entity, whether private or governmental, shall be deemed a beneficiary of this Agreement or any of its provisions.

#### **ARTICLE 41. AMENDMENTS**

This Agreement, together with all referenced Exhibits, constitutes the entire understanding between the parties regarding its subject matter, and no verbal agreements, representations, or warranties exist outside of it. Any amendment to this Agreement must be in writing and executed by both parties. The parties shall execute any additional documents necessary to carry out the intent of this Agreement.

#### **ARTICLE 42. TIME**

For purposes of computing any period of a number of days hereunder for notices or performance of ten (10) days or less, Saturdays, Sundays and holidays shall be excluded unless otherwise stated.

#### **ARTICLE 43. FTA THIRD PARTIES**

The MPO and the CONSULTANT acknowledge that, despite any concurrence or approval by the Federal Government regarding the solicitation or award of this Agreement, the Federal Government is not a party to this Agreement and assumes no obligations or liabilities to the MPO, the CONSULTANT, or any other party unless it provides express written consent to do so.

The CONSULTANT shall include this clause in every subcontract financed in whole or in part with Federal Transit Administration (FTA) assistance. The clause may be modified only to identify the subcontractor subject to its terms.

#### **ARTICLE 44. FTA FRAUD AND RELATED ACTS**

The CONSULTANT acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and the U.S. Department of Transportation's regulations at 49 C.F.R. Part 31 apply to all actions related to this Project. By entering into this Agreement, the CONSULTANT certifies the truthfulness and accuracy of all statements it has made, makes, or may make in connection with this Agreement or the FTA-assisted project. The

CONSULTANT further acknowledges that the Federal Government may impose penalties under the Program Fraud Civil Remedies Act for any false, fictitious, or fraudulent claim, statement, submission, or certification.

The CONSULTANT also acknowledges that false, fictitious, or fraudulent statements made to the Federal Government in connection with any project financed in whole or in part with FTA assistance under 49 U.S.C. § 5307 may subject the CONSULTANT to penalties under 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1), as the Federal Government deems appropriate.

The CONSULTANT shall include these clauses in every subcontract financed in whole or in part with FTA assistance. The clauses may be modified only to identify the subcontractor subject to their terms.

#### **ARTICLE 45. FTA ACCESS TO RECORDS AND REPORTS**

When the MPO is a local government acting as an FTA recipient or subgrantee under 49 C.F.R. § 18.36(i), the CONSULTANT shall provide the MPO, the FTA Administrator, the Comptroller General of the United States, and their authorized representatives access to all books, documents, papers, and records directly related to this contract for purposes of audit, examination, excerpting, and transcription.

The CONSULTANT shall permit any of these parties to reproduce or copy such materials by any reasonable means as needed.

#### **ARTICLE 46. FEDERAL CHANGES**

The CONSULTANT shall comply at all times with all applicable FTA regulations, policies, procedures, and directives, including those referenced in the Master Agreement between the MPO and the FTA, as amended or issued during the term of this Agreement. Failure to comply with any such requirements constitutes a material breach of this Agreement.

#### **ARTICLE 47. FTA CIVIL RIGHTS REQUIREMENTS**

The following requirements apply to the underlying contract:

- A. Nondiscrimination - In accordance with Title VI of the Civil Rights Act, the Age Discrimination Act of 1975, the Americans with Disabilities Act, and 49 U.S.C. § 5332, the CONSULTANT shall not discriminate against any employee or applicant based on race, color, creed, national origin, sex, age, or disability. The CONSULTANT shall comply with all applicable federal implementing regulations and any additional requirements issued by the FTA.
  
- B. Equal Employment Opportunity - The following requirements apply:

**Race, Color, Creed, National Origin, Sex** — In accordance with Title VII of the Civil Rights Act, 49 U.S.C. § 5332, and U.S. Department of Labor regulations at 41 C.F.R. Parts 60 implementing Executive Orders 11246 and 11375, the CONSULTANT shall take affirmative action to ensure equal employment opportunity. This includes nondiscrimination in hiring, promotion, demotion, transfer, recruitment, advertising, layoff, termination, compensation, and training. The CONSULTANT shall comply with all applicable federal statutes, regulations, executive orders, and FTA requirements affecting project-related employment.

**Age** — In accordance with the Age Discrimination in Employment Act, 29 U.S.C. § 623, and 49 U.S.C. § 5332, the CONSULTANT shall not discriminate against current or prospective employees based on age and shall comply with all related FTA requirements.

**Disabilities** — In accordance with the Americans with Disabilities Act, 42 U.S.C. § 12112, and EEOC regulations at 29 C.F.R. Part 1630, the CONSULTANT shall comply with all requirements governing the employment of individuals with disabilities, including any additional FTA directives.

The CONSULTANT shall include all provisions of this Article in every subcontract financed as a whole or in part with FTA assistance, modified only as necessary to identify the subcontractor subject to these requirements.

#### **ARTICLE 48. INCORPORATION OF FTA TERMS**

The provisions of this Agreement include certain standard terms and conditions required by the U.S. Department of Transportation, whether or not expressly stated herein. All contractual requirements set forth in FTA Circular 4220.1E, as amended or superseded, are incorporated by reference. In the event of any conflict between this Agreement and FTA-mandated terms, the FTA requirements shall control.

The CONSULTANT shall not take or omit any action, or refuse any request of the MPO, that would cause the MPO to violate applicable FTA terms and conditions.

#### **ARTICLE 49. FTA LOBBYING**

Contractors applying for or bidding on awards of \$100,000 or more shall submit the certification required by 49 C.F.R. Part 20, *New Restrictions on Lobbying*, in accordance with the Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352, as amended by the Lobbying Disclosure Act of 1995.

Each tier of the contracting chain certifies to the tier above that it has not used and will not use federally appropriated funds to pay any person or organization to influence, or attempt to influence, any federal agency official, Member of Congress, congressional employee, or employee of a Member of Congress in connection with obtaining any federal contract, grant, or award covered by 31 U.S.C. § 1352.

Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf using non-federal funds regarding such federal contract, grant, or award. Required disclosures shall be forwarded through each tier up to the MPO as the recipient.

#### **ARTICLE 50. FTA CLEAN AIR**

The CONSULTANT shall comply with all applicable standards, orders, and regulations issued under the Clean Air Act, 42 U.S.C. §§ 7401 et seq. The CONSULTANT shall report any violation to the MPO, which will in turn notify the FTA and the appropriate EPA Regional Office as required.

The CONSULTANT shall include these requirements in every subcontract exceeding \$100,000 that is financed in whole or in part with FTA assistance.

#### **ARTICLE 51. FTA CLEAN WATER**

The CONSULTANT shall comply with all applicable standards, orders, and regulations issued under the Federal Water Pollution Control Act, 33 U.S.C. § 1251 et seq. The CONSULTANT shall report any violation to the MPO, which will in turn notify the FTA and the appropriate EPA Regional Office as required.

#### **ARTICLE 52. FTA PATENT AND RIGHTS**

##### **A. Rights in Data**

1. Definition of Subject Data: “Subject data” means recorded information, whether or not copyrighted, that is delivered or required to be delivered under this Agreement. It includes drawings, specifications, software, technical reports, manuals, and similar materials, but excludes financial or administrative information incidental to contract administration.
2. Restrictions on Use and Publication: Except for internal use, neither the MPO nor the CONSULTANT may publish or reproduce subject data, in whole or in part, without the written consent of the Federal Government until the Government releases or approves the release of such data. This restriction does not apply to contracts with academic institutions.
3. Federal License: Under 49 C.F.R. §§ 18.34 and 19.36, the Federal Government retains a royalty-free, non-exclusive, irrevocable license to reproduce, publish, or otherwise use subject data for Federal Government purposes, and to authorize others to do so. This applies to:
  - subject data developed under this Agreement, whether or not copyrighted;
  - and

- any copyrights purchased with FTA assistance. The Federal Government may not extend this license to others without the copyright owner's consent.
4. **Public Availability of Research Data:** For experimental, developmental, or research work, FTA generally intends to make resulting subject data publicly available. Unless FTA determines otherwise, the MPO and CONSULTANT agree to permit FTA to release copyrighted or uncopyrighted subject data. If the work is not completed, all data produced becomes subject data and must be delivered as directed by the Federal Government. This does not apply to adaptations of data-processing equipment or software financed for MPO or CONSULTANT use in capital projects.
  5. **Indemnification:** Unless prohibited by state law, the MPO and CONSULTANT shall indemnify and hold harmless the Federal Government from liability arising from willful or intentional violations of proprietary rights, copyrights, or privacy rights related to the use or publication of subject data. This does not apply to wrongful acts of Federal employees.
  6. **Patent Rights Not Affected:** Nothing in this clause grants the Federal Government a patent license or alters any patent rights otherwise provided.
  7. **Privately Developed Data:** Data developed entirely without Federal assistance and incorporated into the work is exempt from these requirements if identified in writing at the time of delivery.

The CONSULTANT shall include these data-rights requirements in every subcontract for experimental, developmental, or research work financed in whole or in part with FTA assistance.

#### B. Patent Rights

1. **Inventions** — If any invention, improvement, or discovery is conceived or first reduced to practice under this Agreement and is patentable, the MPO and CONSULTANT shall promptly notify the next higher tier until FTA is notified.
2. **Federal Patent Rights** — Unless the Federal Government determines otherwise in writing, the MPO and CONSULTANT shall take all necessary actions to ensure the Federal Government receives the patent rights due to it under 37 C.F.R. Part 401, regardless of the CONSULTANT's organizational status.

The CONSULTANT shall include these patent-rights requirements in every subcontract for experimental, developmental, or research work financed in whole or in part with FTA assistance.

### **ARTICLE 53. REQUIRED CREDIT/DISCLAIMERS**

In accordance with 23 C.F.R. § 420.117(e), the CONSULTANT shall include the required credit reference and disclaimer statement in all applicable work products, including final

reports and any mid-contract planning or feasibility studies. The statements shall be in substantially the following form:

“The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

“This report was funded in part through grant(s) from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

#### **Article 54. FLY AMERICA.**

This Article applies to any contract or subcontract involving international air transportation of persons or property when FTA funds are used.

##### **A. Definitions**

For purposes of this clause:

- “International air transportation” means air travel between the United States and a foreign country, or between two locations outside the United States.
- “United States” includes the 50 states, the District of Columbia, and U.S. outlying areas.
- “U.S.–flag air carrier” means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

##### **B. Federal Requirement**

Under the Fly America Act, 49 U.S.C. § 40118, when Federal funds are used, U.S.–flag air carriers must be used for international air transportation of personnel, their personal effects, or property whenever such service is available. The Comptroller General may disallow costs for foreign-flag air transportation if U.S.–flag service was available and not used.

##### **C. Use of U.S.–Flag Carriers**

The CONSULTANT shall use U.S.–flag air carriers for all covered international air transportation when such service is available.

##### **D. Required Statement When Foreign-Flag Service Is Used**

If the CONSULTANT uses a foreign-flag air carrier, it shall include the following statement on all vouchers for that travel:

Statement of Unavailability of U.S.–Flag Air Carriers International air transportation of persons (and their personal effects) or property by U.S.–flag air carrier was not available, or it was necessary to use foreign-flag air carrier service for the following reasons:

*(End of statement; see FAR § 47.403.)*

The CONSULTANT shall include the substance of this clause, including this paragraph, in every subcontract or purchase order under this Agreement that may involve international air transportation.

**ARTICLE 55. AUTHORITY TO EXECUTE**

Each party represents and warrants to the other that it has full lawful authority to enter into and execute this Agreement.

**IN WITNESS WHEREOF**, the parties have caused this Agreement No. \_\_\_\_\_ for **Professional Planning Services** to be executed by their duly authorized representatives.

**Consultant:** \_\_\_\_\_

**Charlotte County – Punta Gorda  
Metropolitan Planning Organization**

**By:** \_\_\_\_\_  
Signature

**By:** \_\_\_\_\_  
Signature

**Name:** \_\_\_\_\_  
Print

**Name:** \_\_\_\_\_  
Print

**Title:** \_\_\_\_\_

**Title:** **MPO Chair**

**Attest:** \_\_\_\_\_  
Signature

**Attest:** \_\_\_\_\_  
Signature

**Name:** \_\_\_\_\_  
Print

**Name:** \_\_\_\_\_  
Print

**Title:** \_\_\_\_\_

**Title:** **MPO Director**

## **EXHIBITS**

## **EXHIBIT A**

### **SCOPE OF SERVICES**

The Charlotte County-Punta Gorda MPO (CCPGMPO) requires the services of one or more consultants to provide production support to the MPO's transportation planning activities set forth in the Unified Planning Work Program (UPWP). The length of service to provide production support will be up to five (5) years. The work includes providing assistance to the MPO staff for work assigned in the development of the 2050 Long Range Transportation Plan (LRTP).

The consultant(s) will also assist the MPO staff by providing additional resources to accomplish assignments authorized by the MPO, and consistent with its UPWP. Production support could include providing technical assistance and related public participation activities in transportation planning relative to GIS activities; scenario planning; transit systems planning; and development of Intelligent Transportation System (ITS), Transportation System Management (TSM) and Transportation Demand Management (TDM) measures.

Tasks may be assigned to the consultant(s) under one or more GPC contracts. Firms have been prequalified by the FDOT to perform the indicated major type(s) of work:

### **Major Types of Work**

Consultants may be asked to provide planning services related to various MPO activities which may include but are not limited to, the following examples:

- Unified Planning Work Program (UPWP)
- Bicycle/Pedestrian Master Plan
- Performance Measures
- TSM&O System Planning
- Mapping and Graphics Production
- Public Participation and Facilitation
- Long-Range Transportation Plan (LRTP)
- Bicycle and Pedestrian Planning
- Safety Planning
- Travel Demand Modeling
- Development of Project Cost Estimates

### **Detailed Scope of Work**

Consultants will assist staff with transportation planning activities that will aid in ensuring an efficient, effective intermodal transportation system for Charlotte County and Southwest Florida. This activity will facilitate the completion of UPWP work tasks where staff resources need enhancement. Any scopes or agreements prepared by the MPO and proposals provided by a GPC will be reviewed and evaluated by FDOT, Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) for their concurrence prior to advertisement and execution.

One or more Consultant's will be hired to support the work outlined in the tasks of the MPO's UPWP. Specific tasks will be assigned to the consultant(s) selected by the MPO on an as-needed basis. The length of service to provide production will be up to five (5) years with no option of extending the contract term. Other activities in which the Consultants could assist staff include efforts to:

### **1. Transit Planning Support**

- Assist the selected Transit Development Plan (TDP) consultant with local transit issues, clarifications, data requests, and synthesis of supporting information.
- Support long-range transit system planning, including transit network coding and the development of capital, operating, and maintenance cost projections for new and existing transit services.
- Provide assistance to staff with transit-related grant applications.

### **2. Long-Range Transportation Planning (LRTP)**

- Assist in the preparation of amendments to the 2050 Long Range Transportation Plan (LRTP) and other LRTP-related tasks assigned by MPO staff.
- Test and evaluate alternative development scenarios to determine their impacts on the transportation system.
- Develop project information and community impact assessments, including input into the Efficient Transportation Decision Making (ETDM) process.

### **3. Geographic Information Systems (GIS) and Data Analysis**

- Develop and maintain GIS tools and datasets for transportation planning purposes.
- Create and manage a linear referencing system (LRS).
- Integrate GIS data from multiple agencies and in varying formats.
- Develop scripts or automated processes to streamline repetitive GIS operations.
- Conduct traffic, bicycle/pedestrian count data collection and other survey-based data collection activities.

### **4. Corridor, Area, and Special Studies**

- Conduct area and corridor studies, including evaluation of access management, transit options, Intelligent Transportation Systems (ITS), Transportation Systems Management (TSM), and Transportation Demand Management (TDM) strategies.
- Assist in the development and update of the Regional Roadway Network and other special transportation planning studies.
- Review Project Development & Environment (PD&E) studies and provide technical input.
- Evaluate potential Transportation Regional Incentive Program (TRIP) applications.

## **5. Intelligent Transportation Systems (ITS)**

- Assess current and future ITS needs and identify potential ITS applications.
- Develop or update countywide ITS deployment and integration plans consistent with the Regional ITS Architecture and FDOT guidelines.

## **6. Public Involvement and Communications**

- Assist with public involvement activities, including preparation of newsletters, website content, and other educational or informational materials.
- Support MPO outreach efforts as needed for planning studies and major initiatives.

## **7. Project Development and Costing**

- Develop planning-level project concepts for bicycle/pedestrian, intersection, transit, and multimodal improvements.
- Prepare planning-level project cost estimates.
- Provide administrative and technical support to MPO staff during project development activities.

## **8. Performance Measures and Emerging Technologies**

- Develop and analyze federal performance measures and assist with required reporting.
- Analyze the impacts of emerging mobility technologies, including autonomous vehicles, ride-sharing services, and electric vehicle infrastructure needs.

This Scope of Services was originally developed by the Charlotte County–Punta Gorda (CC-PG MPO) and may be utilized by any FDOT District One MPO including the local entities that fall within the MPOs Planning area boundary, provided it is applied in accordance with their respective procurement requirements.

These contracts are established as fixed-term agreements for various and miscellaneous professional transportation planning and consulting services. Services will be provided on an as-needed basis. Individual tasks will be assigned through individual Work Assignment Orders, each of which will include:

- A written Scope of Work
- A description of required products and/or services
- A completion schedule
- A maximum authorized compensation amount

**EXHIBIT B**

**FEE RATE SCHEDULE**

Consultant: \_\_\_\_\_

**YEARLY COMPENSATION ESTIMATING RATES**

\*Must be based on most current hourly rate and FDOT approved overhead rates\*

The following tables are provided for definition of contractual rates:

**Table 1: Salary Multipliers**

**Table 2: Unloaded Salary Rates**

**Table 3: Loaded Billing Rates**

**Table 4: Wage Contract Rates by Job Classification and Employee**

<b>Table 1</b>	<b>Salary Multipliers</b>			
Consultant	Operating Margin (%)	Overhead Rate (%)	FCCM (%)	Expense (%)

**Table 2  
UNLOADED SALARY RATES**

Consultant: \_\_\_\_\_

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

**Salary Rates For Establishing Work Assignment Orders**

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.

**Table 3  
LOADED BILLING RATES**

Consultant: \_\_\_\_\_

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

**Salary Rates For Establishing Work Assignment Orders**

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.



**FEE RATE SCHEDULE (Sub-Consultant)**

Consultant: \_\_\_\_\_

Sub-Consultant: \_\_\_\_\_

**YEARLY COMPENSATION ESTIMATING RATES**

\*Must be based on most current hourly rate and FDOT approved overhead rates\*

The following tables are provided for definition of contractual rates:

**Table 5: Salary Multipliers**

**Table 6: Unloaded Salary Rates**

**Table 7: Loaded Billing Rates**

**Table 8: Wage Contract Rates by Job Classification and Employee**

<b>Table 5</b>	<b>Salary Multipliers</b>			
Consultant	Operating Margin (%)	Overhead Rate (%)	FCCM (%)	Expense (%)

**Table 6  
UNLOADED SALARY RATES**

Consultant: \_\_\_\_\_

Sub-Consultant: \_\_\_\_\_

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

**Salary Rates For Establishing Work Assignment Orders**

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.

**Table 7  
LOADED BILLING RATES**

Consultant: \_\_\_\_\_

Sub-Consultant: \_\_\_\_\_

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

**Salary Rates For Establishing Work Assignment Orders**

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.



**EXHIBIT C**

**SAMPLE WORK ASSIGNMENT**

**WORK TASK ASSIGNMENT NUMBER:**

Pursuant to the Standard Professional Services Agreement between the Charlotte County–Punta Gorda Metropolitan Planning Organization (“MPO”) and \_\_\_\_\_ (“CONSULTANT”), the MPO has determined that the CONSULTANT is authorized to perform the following Task Order Assignment under that Agreement.

**UPWP TASK NUMBER:**

**TASK TITLE:**

**PHASES AND/OR TASKS OF PROFESSIONAL SERVICES TO BE AUTHORIZED:**

CONSULTANT shall perform work consistently with the approved Scope of Services (attached) and will begin work upon written notice to proceed from the Executive Director or his designee.

**COMPENSATION**

Compensation for all deliverables identified in the attached Scope of Services shall not exceed: \$ \_\_\_\_\_

	CONSULTANT	CHARLOTTE COUNTY – PUNTA GORDA MPO
Authorized Signature		
Print/Type		Commissioner Christopher G. Constance
Title		Chair, MPO Board
Attest		
Print/Type		Lakshmi N. Gurram
Title		MPO Director

**EXHIBIT D**

**AFFADAVIT OF NO CONFLICT**

**Charlotte County – Punta Gorda Metropolitan Planning Organization**

BEFORE ME, the undersigned authority, personally appeared \_\_\_\_\_, as \_\_\_\_\_ of \_\_\_\_\_, with full authority to bind \_\_\_\_\_ (the “CONSULTANT”), who, being first duly sworn, deposes and states that the CONSULTANT:

- **Is not engaged, and will not become engaged, in any obligations, undertakings, or contracts that would place the CONSULTANT in an adversarial role against the MPO or impair or influence the advice, recommendations, or quality of work provided to the MPO.**
- **Has fully disclosed all contractual relationships that may present a potential conflict of interest, including any that could reasonably raise a question of conflict.**
- **Has fully disclosed all prior work history and qualifications that may reasonably be viewed as presenting a possible conflict of interest.**

Affiant makes this Affidavit for the purpose of inducing the Charlotte County – Punta Gorda MPO, a political subdivision of the State of Florida, to enter into Agreement No. \_\_\_\_\_ for \_\_\_\_\_.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

**Signature**

The foregoing instrument was sworn to and acknowledged before me this \_\_\_\_\_ day of

\_\_\_\_\_, \_\_\_\_\_, by \_\_\_\_\_, as

\_\_\_\_\_ of \_\_\_\_\_. He/she is

personally known to me or has produced \_\_\_\_\_ as identification.

Notary Public, State of Florida

Commission No. \_\_\_\_\_

**CONFLICT OF INTEREST CERTIFICATION**

I certify that I have no present conflict of interest, that I am not aware of any conflict of interest involving my firm, and that I will recuse myself from any decision-making, approval, disapproval, or recommendation on any contract if I have, or become aware of, an actual or potential conflict of interest.

Consultants and contractors performing work for the MPO are expected to safeguard their ability to make objective, fair, and impartial decisions. They may not accept any benefit under circumstances in which a reasonable observer could infer that the benefit was intended to influence a pending or future decision, or to reward a past decision. Consultants must avoid any conduct—whether business, financial, or social—that could undermine public trust or create the appearance of impropriety.

For purposes of determining any possible conflict of interest, all firms must disclose whether any Charlotte County–Punta Gorda MPO Board Member, MPO Employee, Advisory Committee Member, or any of their agencies is also an owner, corporate officer, agent, employee, or otherwise affiliated with their business.

**Disclosure:** YES \_\_\_\_\_ NO \_\_\_\_\_

If YES, list all names and positions:

Name(s) Position(s)

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I realize that violation of the above-mentioned standards could result in the termination of my work for the MPO.

<b>DATE</b> _____	<b>SIGNATURE</b> _____
<b>COMPANY</b> _____	
<b>ADDRESS</b> _____	<b>NAME</b> _____
_____	
_____	<b>TITLE</b> _____
<b>PHONE</b> _____	
<b>ALTERNATE</b> _____	<b>EMAIL</b> _____
<b>PHONE</b>	

## EXHIBIT E

### INSURANCE REQUIREMENTS

The CONSULTANT shall not begin work under this Agreement until all required insurance coverage has been obtained. Within ten (10) calendar days of the notice of intent to award, the CONSULTANT shall provide the MPO with evidence of the following minimum insurance coverage, at the CONSULTANT's expense (inclusive of any umbrella or excess policies):

- Automobile Liability Insurance — \$1,000,000 combined single limit for bodily injury, death, and property damage per occurrence, covering owned, hired, and non-owned vehicles.
- Commercial General Liability Insurance — \$1,000,000 per occurrence and aggregate for bodily injury, death, property damage, and personal injury.
- Professional Liability Insurance — \$2,000,000 per claim and annual aggregate for negligent acts, errors, or omissions related to this Agreement.
- Workers' Compensation Insurance — As required by Florida law, and Employer's Liability Insurance with minimum limits of \$100,000 per accident.

#### INSURANCE REQUIREMENTS

I. THE POLICIES ARE TO CONTAIN, OR BE ENDORED TO CONTAIN, THE FOLLOWING PROVISIONS:

##### Commercial General Liability and Automobile Liability Coverages

- The Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) shall be named as an Additional Insured for liability arising from:
  - activities performed by or on behalf of the CONSULTANT,
  - products and completed operations, and
  - automobiles owned, leased, hired, or borrowed by the CONSULTANT. Coverage shall contain no special limitations on protection for the MPO, its officials, employees, or volunteers.
- The CONSULTANT must provide both:
  - a Certificate of Insurance, and
  - an endorsement naming “Charlotte County – Punta Gorda MPO, a Political Subdivision of the State of Florida” as Additional Insured, either:
    - by specific endorsement, or
    - by an endorsement stating that all Certificate Holders are Additional Insureds.
- The CONSULTANT's insurance shall be primary. Any insurance or self-insurance maintained by the MPO shall be excess and non-contributory.
- All liability policies must be written on an occurrence form.

## Workers' Compensation and Employer's Liability

The insurer shall waive all rights of subrogation against the MPO, its officials, employees, and volunteers for losses arising from work performed under this Agreement.

### II. GENERAL INSURANCE PROVISIONS APPLICABLE TO ALL POLICIES:

- Prior to contract execution (or issuance of a Purchase Order), and annually upon policy renewal, the CONSULTANT shall provide Certificates of Insurance with applicable endorsements naming the MPO as Additional Insured. Certificates must include the solicitation or contract number and title.
  - If a policy contains an aggregate limit, the CONSULTANT must provide written confirmation that the aggregate has not been eroded.
  - Upon written request, the CONSULTANT shall provide certified copies of all applicable policies. Certificates and policies shall be sent to: **Charlotte County – Punta Gorda MPO**  
1050 Loveland Blvd, Box C Port Charlotte, FL 33980
  - The solicitation number and title must appear on each certificate.
  - The CONSULTANT shall provide **30 days' written notice** to the MPO's Risk Manager of any cancellation, non-renewal, termination, material change, or reduction in coverage.
  - Failure to maintain required insurance coverage may result in **termination** of the Agreement.
  - The CONSULTANT **waives all subrogation rights** against the MPO for losses occurring during the contract period.
  - The CONSULTANT is solely responsible for all premiums and deductibles.
  - The CONSULTANT must ensure that all agents, representatives, and subcontractors comply with these insurance requirements. They must either be covered under the CONSULTANT's policies or provide separate certificates and endorsements.
  - All required policies must be issued by insurers with a minimum **A.M. Best rating of A-, FSC VII** or better. The MPO may require reduction or elimination of deductibles or self-insured retentions.
- III. The insurance limits required herein shall not be construed as a limitation on the CONSULTANT's liability to the MPO or others. The MPO's failure to request evidence of insurance does not waive the CONSULTANT's obligation to maintain the required coverage.
- IV. The CONSULTANT shall sign the enclosed <sup>1</sup>Hold Harmless Agreement, which becomes part of this contract.
- V. Nothing in this section shall be construed as a waiver of the MPO's sovereign immunity or rights under section 768.28, Florida Statutes, or any other applicable law.
- VI. No award shall be made until the MPO has received the required Certificate(s) of Insurance and the executed Hold Harmless Agreement.



**PROPOSER'S INSURANCE STATEMENT**

THE UNDERSIGNED has read and understands the aforementioned insurance and bond requirements of this RFP and shall provide the insurance and bonds required by this section within ten (10) days from the date of notice of intent to award.

Proposer Name: \_\_\_\_\_ Date: \_\_\_\_\_

Authorized Proposer's

Signature: \_\_\_\_\_

Print Name: \_\_\_\_\_

Insurance Agency: \_\_\_\_\_

Agent Name: \_\_\_\_\_ Agent Phone: \_\_\_\_\_

Surety Agency: \_\_\_\_\_

Surety Name: \_\_\_\_\_ Surety Phone: \_\_\_\_\_

***Please return this completed and signed statement with your proposal.***

**EXHIBIT F**

**DEBARMENT AND SUSPENSION CERTIFICATION**

As required by the USDOT regulation on Government Debarment and Suspension under 49 CFR 29.510

- (1) The Contractor hereby certifies to the best of its knowledge and belief, that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (federal, state, local) with commission of any of the offenses listed in paragraph (b) of this certification; and
  - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state, local) terminated for cause or default.
  
- (2) The contractor also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the MPO.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**EXHIBIT G**

**LOBBYING CERTIFICATION**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Charlotte County – Punta Gorda Metropolitan Planning Organization that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Charlotte County – Punta Gorda Metropolitan Planning Organization, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- (3) The Charlotte County – Punta Gorda Metropolitan Planning Organization shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**EXHIBIT H**

**TITLE VI – NONDISCRIMINATION ASSURANCE**

Pursuant to Section 9 of USDOT Order 1050.2A, the planning process and work of the MPO is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. The Contractor assures the Charlotte County – Punta Gorda MPO that no person shall on the basis of race, color, national origin, sex, age, disability, family, religious, or marital status be excluded from participation, denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Contractor further assures the MPO that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Contractor’s Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The Policy statement shall be circulated throughout the Recipient’s organization and to the general public.
3. Insert the Certification Clauses of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Contractor shall immediately be forwarded to the MPO Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency’s programs.

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the recipient.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**DRUG-FREE WORKPLACE CERTIFICATION**

**EXHIBIT I**

The undersigned Bidder certifies that it has implemented and maintains a Drug-Free Workplace Program in accordance with Section 440.102, Florida Statutes. To qualify as a drug-free workplace, the business affirms that it has completed the following actions:

1. Published a written statement informing employees that the unlawful manufacture, distribution, dispensing, possession, or use of controlled substances is prohibited in the workplace and identifying the consequences for violations.
2. Informed employees about:
  - o The dangers of drug abuse in the workplace,
  - o The company’s policy of maintaining a drug-free workplace,
  - o Available drug counseling, rehabilitation, and employee assistance programs, and
  - o Penalties that may be imposed for drug-related violations.
3. Provided each employee engaged in work related to the commodities or contractual services under this bid with a copy of the written statement described in Item 1.
4. Included in the written statement a notice that, as a condition of working on the commodities or contractual services under this bid, employees must:
  - o Abide by the terms of the statement, and
  - o Notify the employer within five (5) days of any conviction, guilty plea, or nolo contendere plea for violations of Chapter 893, Florida Statutes, or any controlled substance law of the United States or any state, when the violation occurs in the workplace.
5. Imposed sanctions or required satisfactory participation in a drug abuse assistance or rehabilitation program (if available in the employee’s community) for any employee convicted of a drug-related offense.
6. Made a good-faith effort to maintain a drug-free workplace through ongoing implementation of these requirements.

This Certification is made for the purpose of inducing the Charlotte County – Punta Gorda MPO, a political subdivision of the State of Florida, to enter into Agreement

No. \_\_\_\_\_ for \_\_\_\_\_.

DATED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Company: \_\_\_\_\_

**EXHIBIT J**

**E-VERIFY**

Contract No: \_\_\_\_\_

Financial Project No(s): \_\_\_\_\_

Project Description: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

In accordance with the contract, the Vendor/Consultant/Contractor hereby acknowledges and certifies compliance with Section 448.095, Florida Statutes. The Vendor/Consultant/Contractor shall register with and use the E-Verify system to verify the work authorization status of all newly hired employees. The

Vendor/Consultant/Contractor shall utilize the U.S. Department of Homeland Security’s E-Verify system, in accordance with the terms governing use of the system. The Vendor/Consultant/Contractor shall comply with Section 448.095, Florida Statutes, for the duration of the contract term, including any extensions or renewal periods.

Company/Firm: \_\_\_\_\_

Authorized Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Exhibit K

SWORN STATEMENT UNDER SECTION 287.133(3)(a),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

(To be signed in the presence of a notary public or other officer authorized to administer oaths.)

Before me, the undersigned authority, personally appeared \_\_\_\_\_, who,  
being by me first duly sworn, made the following statements:

1. The business address of \_\_\_\_\_ (name of bidder or contractor)  
is \_\_\_\_\_.

2. My relationship to \_\_\_\_\_ (name of bidder or contractor) is  
\_\_\_\_\_  
(relationship such as sole proprietor, partner, president, vice president, etc.)

3. I understand that a public entity crime as defined in Section 287.133 of the Florida Statutes includes a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity in Florida or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or such an agency or political subdivision and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

4. I understand that "convicted" or "conviction" is defined by the statute to mean a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

5. I understand that "affiliate" is defined by the statute to mean (1) a predecessor or successor of a person or a corporation convicted of a public entity crime, or (2) an entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime, or (3) those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate, or (4) a person or corporation who knowingly entered into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months.

6. Neither the bidder or contractor nor any officer, director, executive, partner, shareholder, employee, member or agent who is active in the management of the bidder or contractor nor any affiliate of the bidder or contractor has been convicted of a public entity crime subsequent to July 1, 1989.

\_\_\_\_\_  
Signature/Date (undersigned authority)

Sworn to and subscribed before me in the state of and county of \_\_\_\_\_ on the  
\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_.

(affix seal)

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
My commission expires

**EXHIBIT L**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**TRUTH IN NEGOTIATION CERTIFICATION**

Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

\_\_\_\_\_  
Name of Consultant

By:\_\_\_\_\_

Date:\_\_\_\_\_

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**VENDOR CERTIFICATION REGARDING  
SCRUTINIZED COMPANIES LISTS**

**EXHIBIT M**

Respondent Vendor Name: \_\_\_\_\_  
Vendor FEIN: \_\_\_\_\_  
Vendor's Authorized Representative Name and Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
Email Address: \_\_\_\_\_

Section 287.135, Florida Statutes prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of any amount if, at the time of contracting or renewal, the company is on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, Florida Statutes, or is engaged in a boycott of Israel. Section 287.135, Florida Statutes, also prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of \$1,000,000 or more, that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Terrorism Sector Lists which were created pursuant to s. 215.473, Florida Statutes.

As the person authorized to sign on behalf of Respondent, I hereby certify that the company identified above in the section entitled "Respondent Vendor Name" is not listed on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Terrorism Sectors List, or the Scrutinized Companies that Boycott Israel List. I further certify that the company is not engaged in a boycott of Israel. I understand that pursuant to section 287.135, Florida Statutes, the submission of a false certification may subject company to civil penalties, attorney's fees, and/or costs.

Certified By: \_\_\_\_\_  
who is authorized to sign on behalf of the above referenced company.  
Authorized Signature Print Name and Title: \_\_\_\_\_  
Date: \_\_\_\_\_

## **GENERAL PLANNING CONSULTANT CERTIFICATION**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “Contractor”) agrees as follows:

### **1. Compliance with Regulations:**

The Contractor shall comply with all regulations governing nondiscrimination in federally assisted programs of the U.S. Department of Transportation, as set forth in **Title 49, Code of Federal Regulations, Part 21**, as amended. These regulations are incorporated into this Agreement by reference and made an enforceable part of the Contractor’s obligations.

### **2. Nondiscrimination:**

The Contractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion, or family status in the selection or retention of subcontractors, including the procurement of materials and the leasing of equipment for work performed under this contract. The Contractor shall not participate, directly or indirectly, in any discriminatory practices prohibited by section 21.5 of the applicable Regulations, including discriminatory employment practices when the contract involves programs identified in Appendix B of those Regulations.

### **3. Solicitations for Subcontractors, Materials, and Equipment**

In every solicitation issued by the Contractor—whether by competitive bidding or negotiation—for any subcontract, procurement of materials, or lease of equipment under this contract, the Contractor shall notify each potential subcontractor or supplier of the Contractor’s obligations under this contract and under applicable nondiscrimination regulations. This notice shall inform each potential subcontractor or supplier that nondiscrimination is required on the basis of race, color, national origin, sex, age, disability, religion, or family status.

### **3. Information and Reports:**

The Contractor shall provide all information and reports required under applicable regulations or directives. The Contractor shall permit access to its books, records, accounts, facilities, and any other sources of information that the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration determine are necessary to assess compliance with such regulations, orders, or instructions.

If any required information is in the exclusive possession of another party who refuses to furnish it, the Contractor shall certify this fact to the appropriate agency

or agencies listed above and shall describe the efforts made to obtain the information.

**5. Sanctions for Noncompliance:**

In the event the Contractor fails to comply with the nondiscrimination provisions of this contract, the Florida Department of Transportation may impose any sanctions it, or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration, deem appropriate. Sanctions may include, but are not limited to:

- Withholding payments due under the contract until the Contractor achieves compliance.
- Cancellation, termination, or suspension of the contract, in whole or in part.

These sanctions may be applied individually or in combination, depending on the nature and severity of noncompliance.

**6. Incorporation of Provisions:**

The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and equipment leases, unless exempt under applicable regulations or directives. The Contractor shall take any action required by the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration to enforce these provisions, including the imposition of sanctions for noncompliance.

If the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request that the Florida Department of Transportation participate in the litigation to protect its interests. The Contractor may also request that the United States participate to protect the interests of the Federal Government.

**Compliance with Nondiscrimination Statutes and Authorities:**

Civil Rights and Nondiscrimination Statutes

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.; 49 C.F.R. Part 21) — Prohibits discrimination based on *race, color, or national origin*.
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324) — Prohibits discrimination based on *sex*.
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794; 49 C.F.R. Part 27) — Prohibits discrimination based on *disability*.
- Age Discrimination Act of 1975 (42 U.S.C. § 6101 et seq.) — Prohibits discrimination based on *age*.

- Title IX of the Education Amendments of 1972 (20 U.S.C. § 1681 et seq.) — Prohibits discrimination based on sex in education programs or activities.

#### Americans with Disabilities Act (ADA)

- Titles II and III of the ADA (42 U.S.C. §§ 12131–12189; 49 C.F.R. Parts 37 and 38) — Prohibit discrimination based on *disability* in public entities, transportation systems, places of public accommodation, and certain testing entities.

#### Transportation-Specific Nondiscrimination Statutes

- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123) — Prohibits discrimination based on *race, creed, color, national origin, or sex*.
- Federal Aviation Administration Nondiscrimination Statute (49 U.S.C. § 47123) — Reinforces nondiscrimination requirements for aviation-related programs.

#### Property Acquisition and Relocation

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601) — Prohibits unfair treatment of persons displaced or whose property is acquired for Federal or Federal-aid projects.

#### Civil Rights Restoration Act of 1987

- Public Law 100-209 — Broadens the definition of “programs or activities” to include *all* operations of Federal-aid recipients, subrecipients, and contractors, whether or not each specific program is federally funded.

#### Executive Orders

- Executive Order 12898 — Requires Federal actions to address *environmental justice* for minority and low-income populations and prohibits disproportionately high and adverse human health or environmental effects.
- Executive Order 13166 — Requires meaningful access for *persons with limited English proficiency (LEP)*; national origin discrimination includes discrimination based on limited English proficiency.

**MAY 18, 2026  
MPO BOARD MEETING**

**Staff Comments # 18**





April 14, 2026

The Honorable Rick Scott  
United States Senate  
110 Hart Senate Office Building  
Washington, DC 20510

The Honorable Ashley Moody  
United States Senate  
387 Russell Senate Office Building  
Washington, DC 20510

The Honorable Greg Steube  
United States House of Representatives  
2457 Rayburn House Office Building  
Washington, DC 20515

Dear Senator Scott, Senator Moody, and Representative Steube:

On behalf of Charlotte County, Florida, I write to urge your support for the reauthorization of federal surface transportation legislation upon the expiration of the previous iteration of the bill in September. The next surface transportation bill represents a critical opportunity to strengthen local government capacity to plan, fund, and deliver transportation infrastructure that serves our growing communities, particularly like ours in Charlotte County and throughout Florida.

Charlotte County's growth in recent years has been extraordinary by any measure. The county's population grew from 186,847 in the 2020 Census to an estimated 212,000 by 2024 — a gain of roughly 14 percent in four years, at a time when the national population grew by less than one percent. In approximately 20 months during 2023 and 2024 alone, the county added some 23,000 new residents and more than 11,000 new housing units, growth that independent forecasters described as virtually unmatched across Florida. An additional 17,000 housing units are projected between 2025 and 2030. This trajectory matters for federal transportation policy because the formulas that govern surface transportation funding have historically rewarded established ridership, existing lane miles, and prior-year population counts rather than growth trajectories. High-growth states like Florida are therefore disadvantaged relative to slower-growing and more rural states that receive disproportionately high federal transportation dollars on a per-capita basis. Charlotte County urges that the next authorization bill incorporate formula factors that account for growth rates and projected demand, not merely historical baselines.

We also write to express our support for the goals of the *Building America's Infrastructure with Sustainability and Stewardship (BASICS) Act*, which would direct a greater share of federal transportation funding directly to local governments and metropolitan planning organizations (MPOs) rather than channeling all resources through state departments of transportation. Charlotte County endorses this approach.



The current structure of surface transportation funding concentrates a substantial share of decision-making and allocation authority at the state level, which constrains local governments' ability to identify and advance projects that reflect the specific needs of their communities. Charlotte County has experienced significant population growth and accompanying demands on our transportation network. Local officials are best positioned to understand those pressures and to direct investments accordingly. The BASICS Act would help address this structural imbalance by increasing the suballocation of federal formula funds to the local level, improving both the efficiency and responsiveness of federal transportation investment. We urge you to support that principle as the next authorization bill takes shape.

We also strongly support the continuation and robust funding of federal transit programs in the next surface transportation law. Charlotte County Transit (CCT) is the county's public paratransit provider, offering curb-to-curb service Monday through Friday and limited Saturday service. The system is heavily grant-dependent, relying principally on Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds — along with state and local appropriations — to sustain operations. With a median age of 60.2 years and more than 40 percent of residents aged 65 or older — among the highest proportions of any county in the nation with a population exceeding 100,000 — Charlotte County has an enormous population of seniors who depend on public transportation to access healthcare, groceries, and other essential services. Many live on fixed incomes and cannot drive. For these residents, Charlotte County Transit is not an optional amenity; it is a lifeline.

A particularly urgent illustration of what is at stake involves the relocation of the Bay Pines VA Healthcare System's Port Charlotte clinic. That clinic, currently located on U.S. Highway 41 in Port Charlotte, treats more than 10,000 veterans annually and is the only VA outpatient facility in Charlotte County. Unfortunately, the VA plans to relocate to a new facility in North Port in Sarasota County as soon as 2027. For Charlotte County veterans who cannot drive and rely on Charlotte County Transit, the relocation creates a serious access barrier: CCT does not currently provide service across county lines. Ensuring that the next surface transportation bill provides sufficient and flexible transit funding — including through the Section 5307 and Section 5310 programs that serve seniors and individuals with disabilities — is essential to addressing connectivity gaps like this one. We urge that the next authorization maintain and strengthen federal investment in transit systems, including capital and operating assistance.

Meanwhile, we want to draw your attention to several specific transportation needs in Charlotte County that illustrate why robust, flexible, and locally responsive federal transportation investment matters:



### **Harborview Road Widening**

Harborview Road is a critical east-west arterial that must be widened from two lanes to four lanes for a distance of approximately 2.3 miles between Melbourne Street, near U.S. Highway 41 (Tamiami Trail), and Interstate 75. The project is already included in the State Transportation Improvement Program and the Transportation Improvement Program, but the total estimated cost of approximately \$123 million for both project segments exceeds currently identified funding. The corridor serves as an emergency evacuation route and carries significant freight, and the widening will address safety deficiencies, improve drainage and pedestrian access, and accommodate continued growth in Port Charlotte.

### **Yorkshire/Raintree I-75 Interchange and Kings Highway Operational Study**

Charlotte County, the City of North Port, and the Charlotte County-Punta Gorda Metropolitan Planning Organization are advancing efforts to establish a new Interstate 75 interchange in the Yorkshire/Raintree corridor to improve regional emergency evacuation capacity and support economic development. The need for a new interchange became especially clear following Hurricane Irma in 2017, and nearby interchanges at Kings Highway and Toledo Blade are expected to approach capacity in coming years. The MPO has also agreed to initiate an operational study of the Kings Highway interchange with I-75, in coordination with ongoing efforts to widen Kings Highway and complete intersection and pedestrian improvements in that corridor. Federal transportation investment and program flexibility will be essential to advancing both efforts.

### **Federal Truck Size and Weight Limits**

Charlotte County also wishes to express concern about proposals that would increase federal truck weight limits beyond the current 80,000-pound gross vehicle weight standard, which has been in place since 1974. Congress continues to consider legislation that would raise those limits to 88,000 or 91,000 pounds. The U.S. Department of Transportation's own 2016 Comprehensive Truck Size and Weight Limits study identified significant safety and infrastructure damage risks associated with heavier configurations and recommended that Congress not approve such increases. Local roads and bridges — which were designed and built to current standards — bear a disproportionate burden when heavier trucks are permitted, and the costs of accelerated infrastructure damage fall largely on local governments. We urge you to oppose any increase in federal truck size or weight limits that would shift infrastructure costs and safety risks to counties like Charlotte.



The reauthorization of federal surface transportation law is among the most consequential legislative opportunities to invest in the infrastructure that underpins our economy, quality of life, and public safety. Charlotte County looks forward to working with you as this legislation advances, and we are grateful for your continued advocacy on behalf of our community's transportation needs.

Thank you for your attention to these priorities.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Tiseo", is written over a light blue horizontal line.

Joseph M. Tiseo, Chairman  
Charlotte County Board of County Commissioners

JT/GB/es

CC: Charlotte County Board of County Commissioners  
Charlotte County-Punta Gorda Metropolitan Planning Organization

26-16